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1908.

WEST MORETON SERIES No. 1. CC

# IPSWICH AND BUNDANBA.

The Capital of West Moreton.



The Great Coal Centre.



View of Ipswich, West Moreton.

Famous Centre for COAL, CREAM, and CATTLE.

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C 51.

WEST MORETON SERIES No. 1.

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**IPSWICH**

The Capital of West Moreton.

. . . AND . . .

The great Coal Centre.

**BUNDANBA.**



SCENE ON THE BREMER RIVER.

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The West Moreton District, famous for its . . . .  
. . . . Coal, Cream, and Cattle.

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Intelligence and Tourist Bureau,  
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Brisbane, Queensland, Australia.

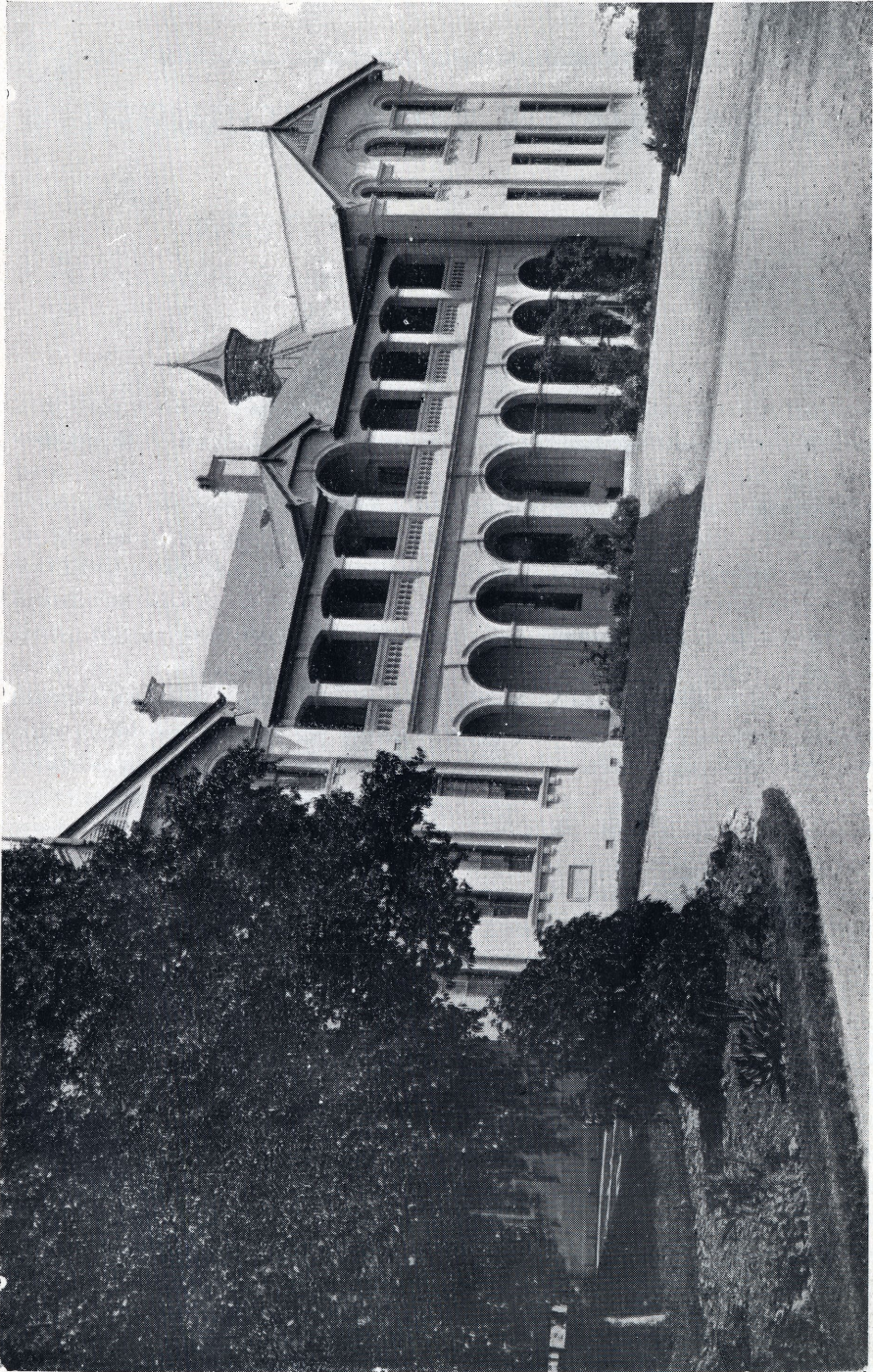
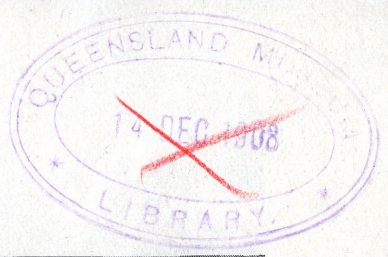






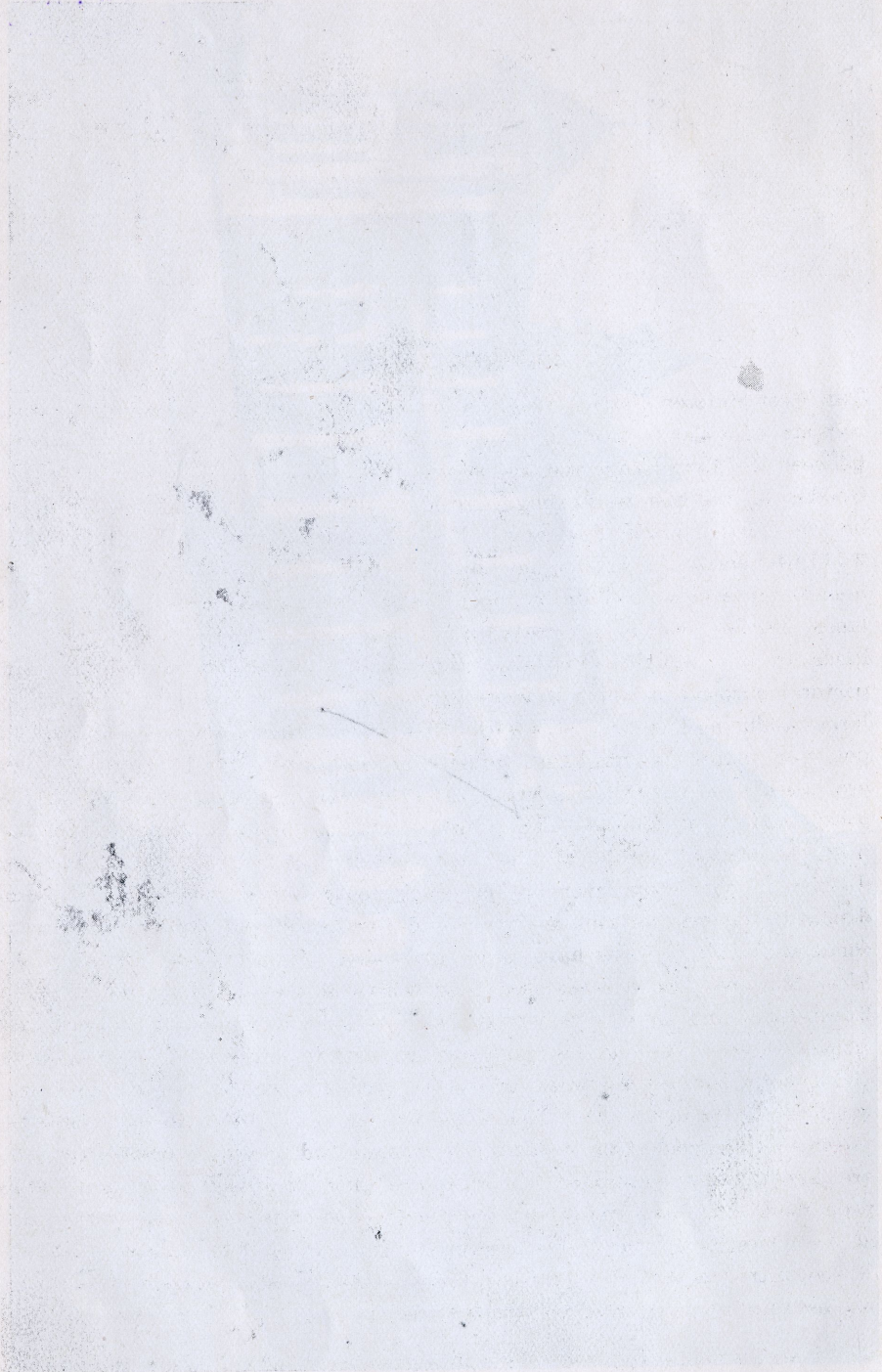
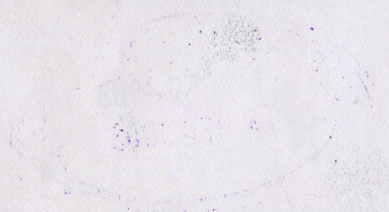


C.56



GIRLS' GRAMMAR SCHOOL, IPSWICH.









C. 51.

# IPSWICH AND BUNDANBA.

## WEST MORETON DISTRICT.

### INTRODUCTION.

THE West Moreton district, which is remarkable for the variety of its resources, consists of a large tract of country in South-eastern Queensland, situated between the Main Range and the coastal belt. This fine province extends from Goodna on the east to Murphy's Creek on the west, and from near Nanango on the north to the New South Wales border on the south. It contains 2,111,840 acres, the greater portion of it being exceedingly fertile soil. Its boundaries enclose mountains, open forest, some plain country, rich scrub lands, fertile river flats, extensive coal and timber areas, and the prolific lands of the beautiful Brisbane River Valley, which for agricultural and pastoral purposes it would be hard to surpass. This diversity of country is a large producing factor to the wealth of the State. Such crops as maize, lucerne, potatoes, pumpkins, sorghums, millet, panicum, barley, oats, and root crops are raised in profusion; also wheat and sugar-cane in a smaller proportion. A great variety of fruit is also grown, including oranges, lemons, apricots, peaches, grapes, pineapples, and many others. It is the leading dairying district in the State, there being over twenty butter factories and cream depôts in various portions of it, while at Cressbrook and Trelawny two large condensed milk factories have been established. Ipswich, the capital of the West Moreton, is the recognised head centre of the coal and coke trade in Queensland; and the Government Railway Workshops, employing 800 men, are situated there. The city also possesses two iron foundries, where rolling-stock and general engineering work are turned out; and woollen, cotton, and soap factories. Although a good deal of the timber in the West Moreton has been worked out, considerable reserves yet remain, and over a score of sawmills are kept busily employed. Originally a huge pastoral district, a large proportion of it has come under the plough, and it is now recognised as one of the richest agricultural provinces in the State. One of the largest industries in the district is that of pig-raising, which, since the establishment of dairying, has assumed very considerable proportions.

Near Gatton is situated the State Agricultural College, under the management of experts. It is a Government institution, established with a view to afford facilities for the dissemination of practical and scientific information





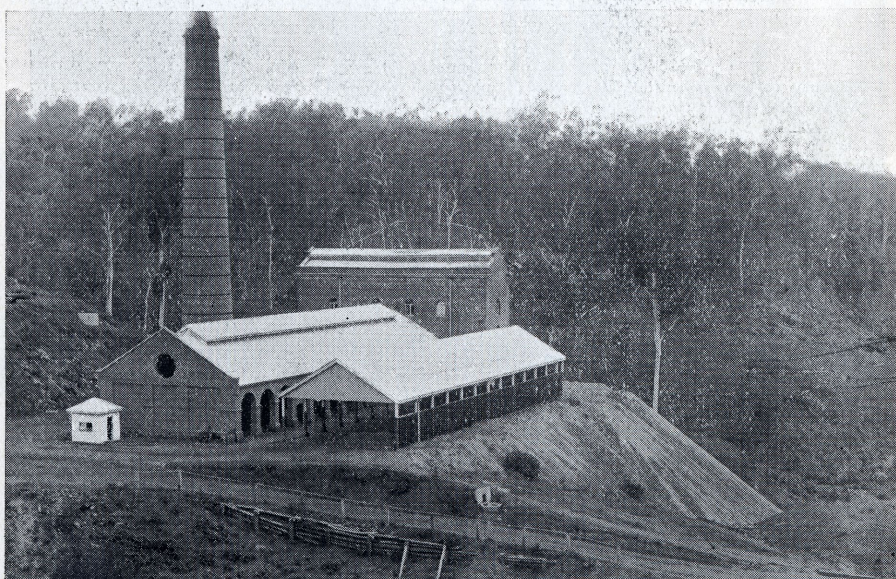
POST OFFICE AND TOWN HALL, BRISBANE STREET, IPSWICH.



on general farming subjects. The subdivision and opening for settlement of many large grazing properties by the Government has given a great impetus to agriculture. Few of the old stations now remain, and these must in course of time be subdivided for settlement. West Moreton is above all things the home of the agriculturist, and small farms abound throughout the district; nevertheless, grazing is extensively carried on in those parts over which the wave of close settlement has not yet swept, and some of the finest drafts of fat cattle which supply the Brisbane markets, and some of the best types of horses to be found in Queensland, are bred on its rich pastures.

### River System.

The district is magnificently watered by the Brisbane, Stanley, Bremer, and Lockyer rivers and their tributary creeks. The Brisbane River rises in the Cooyar Range in the north-west, and flows south-easterly to its junction near Caboonbah with the Stanley, which from its source above Crohamhurst runs south-west and south to meet it. These rivers, uniting in the one channel, become the Brisbane, and, with their tributary creeks, water the whole of the northern portion of the West Moreton. The

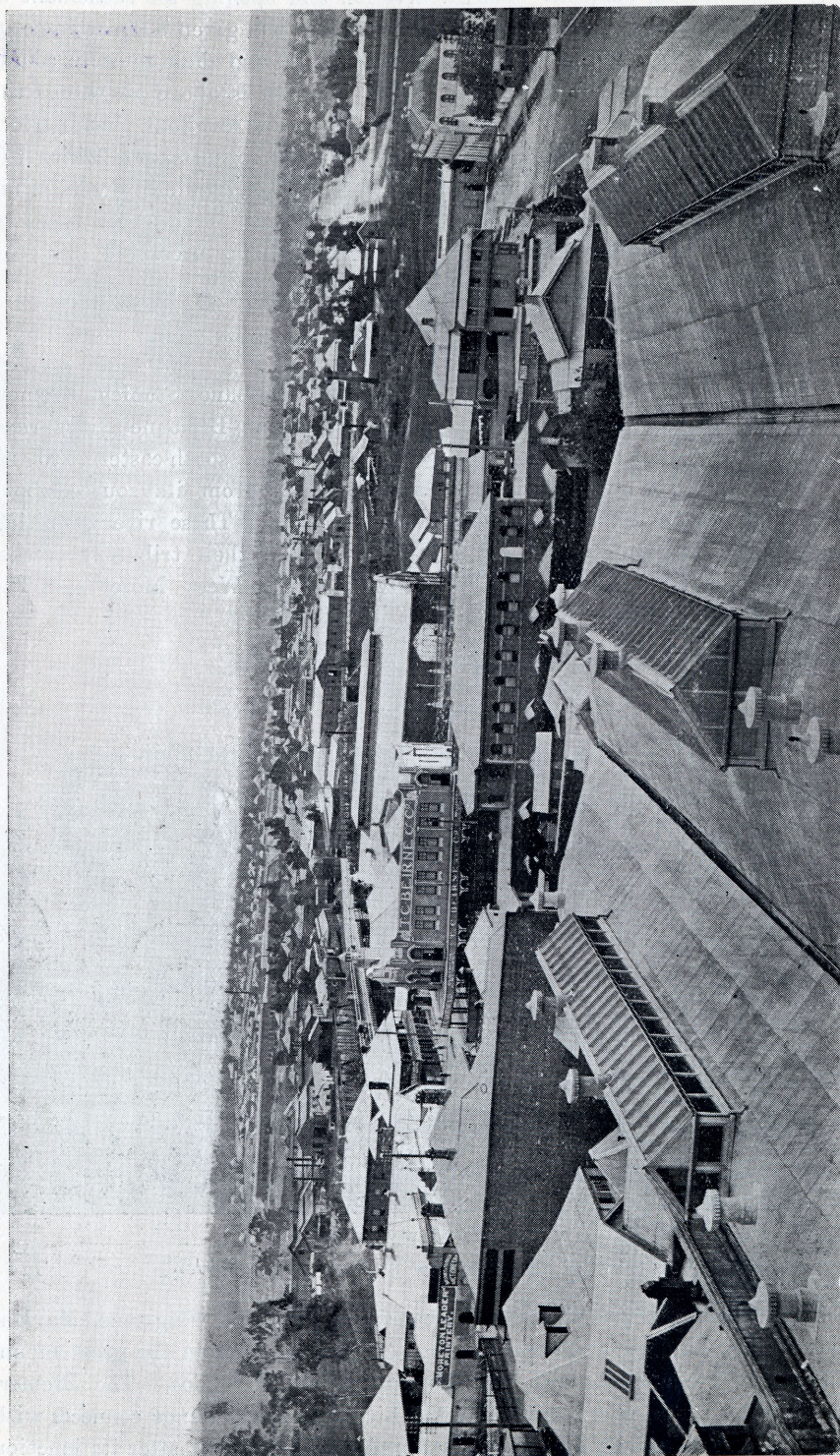


MOUNT CROSBY WATERWORKS.

(Pumping Station supplying Brisbane and Ipswich).

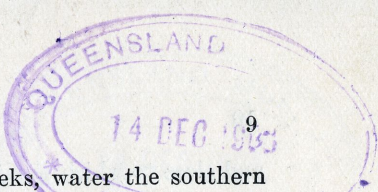
Lockyer, which gathers from the Main Range, Murphy's, Flagstone, Ma Ma, Blackfellow's, Laidley, and other creeks, runs north-east from the great mountain barrier to junction with the Brisbane below Wivenhoe. The Bremer, rising further south, at a point where the Little Liverpool Range connects with the main chain of mountains, flows north and north-east, and, after its junction with Warrill Creek, empties into the Brisbane about a mile above Riverview.





IPSWICH FROM POST OFFICE TOWER.





The Lockyer and Bremer Rivers, with a few other creeks, water the southern portion of the district, with the exception of the extreme south and south-east corner, which is drained by the Teviot Brook. This watercourse crosses the south-eastern boundary of the district to join the Logan.

The Stanley is 30 miles in length, the Bremer 45, the Lockyer 45, and the Brisbane—from its source to the sea—210 miles. The Stanley watershed contains 600 square miles, the Lockyer 1,100, the Bremer 750, and the Brisbane watershed (which includes them all) 5,300 square miles. When you grasp how all these river systems are connected, you can form some idea of the immense body of water that moves down upon Brisbane in times of flood. Water can also be obtained by sinking at easy depths in this favoured province. The rainfall at Ipswich for the last twenty-one years was 36·19 inches per annum.

### Electorates.

West Moreton is divided into six electorates—viz., Ipswich, Bundanba, Stanley, Lockyer, Rosewood, and Fassifern. Two members of Parliament are returned for the city of Ipswich, the capital of the district, and one member for each of the other divisions. Thus, West Moreton returns no less than seven members out of a total of seventy-two who form the Queensland State Parliament.



BRISBANE STREET, LOOKING TOWARDS GRAMMAR SCHOOL

### Railway Facilities.

The province is well supplied with railway facilities. The main southern line intersects it from east to west. It passes through Goodna, the railway depôt for the important agricultural and dairying district of Redbank Plains,



and close to which is situated the Redbank Freezing Works, capable of treating 320 bullocks and 2,500 sheep per day; through the rich coal lands about Bundanba and Ipswich; and thence touches at the flourishing and rapidly expanding townships of Rosewood, Laidley, Forest Hill, Gatton, and Helidon before it commences its upward climb to Toowoomba. The district extending for many miles on either side of this line, of which the townships just mentioned are forwarding centres, has no equal for agricultural and dairying purposes. The quality of the lucerne flats, which are composed of fertile alluvial deposits of a volcanic nature, are famous all over Queensland. From some of these paddocks seven cuttings of lucerne have been taken in twelve months. The heavy produce, consisting of lucerne chaff, hay, maize, potatoes, pumpkins, &c., sent away from these stations is said to exceed in quantity and surpass in quality that from any other district in the State. Within easy access of the main line are situated other important agricultural townships, including Marburg, Minden, Hatton Vale, Tarampa, Glamorganvale, Prenzlau, Mount Walker, and Rosevale. At Marburg, where sugar-cane is successfully grown, there is an up-to-date sugar-mill.



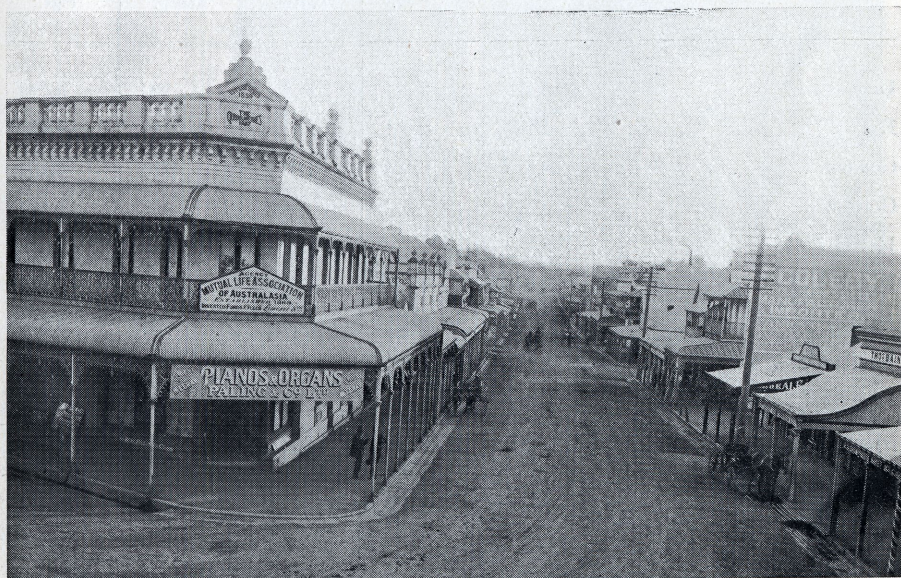
VIEW OF IPSWICH TOWARDS DENMARK HILL.

In addition to the main line there are two important branch railways which junction with it at Ipswich. The Brisbane Valley line extends from Ipswich to Kannangur, a distance of 59 miles, and passes through the townships of Fernvale, Lowood, Esk, and Toogoolawah. About 14 miles beyond Kannangur is situated the flourishing centre of Mooretown.



The Fassifern line runs from Ipswich to Dugandan, a distance of 35 miles. The principal townships along this branch are Peak Crossing, Harrisville, Roadvale, Teviotville, and Boonah. Engelsburg is situate a few miles to the north of this line, and is also the centre of a rich agricultural and dairying district. Brisbane Valley and Fassifern are likewise rich agricultural and dairying districts, and, in addition, derive a large revenue from their timber resources. Both localities support a prosperous and thickly-settled population.

"The building of further lines," says a well-informed local writer, "is looked forward to as a factor in developing the resources of the district. Perhaps the chief of the proposed extensions is that from Kannangur, the present terminus of the Brisbane Valley line, to the Lower Burnett (Nanango). This extension would tap the famous Blackbutt and Yarraman Creek settlements. These are two of the finest timber and agricultural districts in the State. It is safe to say that there is no finer timber in Australia than that to



BRISBANE STREET, LOOKING TOWARDS THE ONE-MILE.

be found about the Blackbutt. The scrubs there abound in magnificent hoop and bunya pine, yellow-wood, crow's ash, beech, cedar, and other timbers, while in the forest and the scrub edges there is splendid ironbark, blackbutt, mahogany, tallow-wood, gum, and other hardwoods. There is one reserve of 50,000 acres, the timber of which forms a valuable State asset. The land on which these fine timbers grow is a rich chocolate loam, adapted for agricultural and dairying purposes. The development of this fine country by means of railway communication should add materially to the national wealth of the State.



"In several other directions railway extensions are mooted. From several points along the railway line, such as from Rosewood up the Bremer Valley, from Laidley up the rich Laidley Valley, and from Forest Hill, through Tarampa towards Lowood, branch lines, as feeders, would be a mutual benefit to the settlers and the State. The projected *viâ recta* line would come from Warwick, by way of Maryvale and Cunningham's Gap, through Engelsburg to Munbilla, or from a point on the Killarney line across the range near Mount Wilson to Boonah. This would greatly shorten the present journey between Sydney and Brisbane, and would open up good agricultural and timber country. The timber of Mount Wilson compares even favourably with that of the celebrated Blackbutt district mentioned above."

The area under cultivation and the number of live stock in the West Moreton district for 1906 were as follow:—

—	Acres under Cultivation.	Horses.	Cattle.	Sheep.	Pigs.
Dugandan ... ..	10,475	3,627	30,932	229	5,790
Esk ... ..	5,181	6,041	79,372	1,151	4,024
Gatton ... ..	23,623	6,193	36,080	354	7,157
Goodna ... ..	571	578	1,865	32	276
Harrisville ... ..	8,059	2,523	20,660	346	3,468
Ipswich ... ..	4,558	4,646	22,869	878	2,733
Laidley ... ..	18,813	3,903	19,128	164	5,950
Marburg ... ..	7,738	1,632	9,841	36	4,159
Rosewood ... ..	8,662	2,915	21,984	275	4,144
	87,680	32,058	242,731	3,465	37,701

#### Timber Reserves.

In the Cooyar Timber Reserve on the Blackbutt Range it is estimated that there are 240,000,000 superficial feet of pine; and on the Blackbutt reserves about 40,000,000 superficial feet of pine, besides large quantities of ironbark, blackbutt, and other hardwoods.

On Colinton Timber Reserve it is estimated that there are 80,000,000 feet of pine. At the head of the western branch of the Brisbane River there is a reserve containing 100,000,000 feet of pine, also hardwoods. There are various other smaller reserves; and a State forest at Mount Byron of 17,000 acres.



QUEENSLAND MUSEUM  
14 DEC 1908



IPSWICH FROM THE PUBLIC PARK.



### IPSWICH.

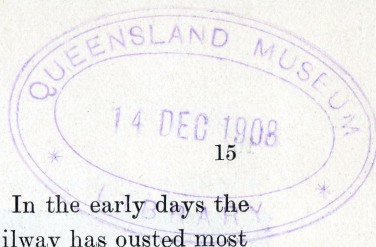
IPSWICH, the capital of West Moreton, is distant 24 miles by rail, and 50 miles by water, from Brisbane. It is picturesquely situated in a sort of natural basin surrounded by hills more or less remote. The river Bremer winds through the city. Some of the mountains, like Mount Crosby, belong to the D'Aguilar group; others, like Mount Goolman and the conical Peaks Mountains, stand out in solitary outline. Faint and far to the north-west rise the mountains that form the watershed of the Brisbane River. Dim and distant to westward looms the blue barrier of the Main Range. Standing on Denmark Hill, the highest point in the city, you look round and realise a sense of space—of wide fertile tracts stretching on three sides to the feet of the mountains. You experience in a measure the sensations of the early pioneers, who knew not what Eldorado lay beyond those iron hills. You receive the impression that, ages since, all this country was once a huge lake or marsh, out of which rose the cone-shaped islands whose extinct volcanoes now form the well-known landmarks of a rich agricultural province.



NICHOLAS STREET.

Ipswich has been called "The Modern Athens" (a name given it by Sir George Bowen), on account of its excellent scholastic advantages, and it is the oldest of Queensland towns. Prior to 1828 Captain Logan, of Moreton Bay Penal Depôt, traced the Brisbane River to its confluence with the Bremer, and set about the work of lime-burning on the banks of the latter stream. In 1842 the lime-burning settlement was examined by Sir George Gibbs, then Governor of New South Wales, who chose it as the site for the present city. It was for years known as Limestone. In 1846 the population numbered 64 males and 36 females, while to-day the population of Ipswich, within a 5-mile radius, must number 17,000, and that of West Moreton about 45,000.





Ipswich is at the head of navigation on the Bremer. In the early days the river traffic was considerable. Although at present the railway has ousted most of this trade, cargo boats still ply to and from Brisbane. The first steamer to run from Brisbane to Ipswich was the "Experiment," under Captain Aylmer Campbell, the vessel being owned by Mr. James Canning Pearce. The experimental trip was made on the 17th June, 1846—sixty-two years ago.

The town was proclaimed a municipality on the 3rd March, 1860, and a city on 3rd December, 1904. The first railway line constructed in Queensland started from Ipswich, which makes it particularly applicable that the Government Railway Workshops should now be located there. The first sod of the railway was turned up on the 25th February, 1864, and on the 31st of July, 1865, the line—which extended to Grandchester, a distance of 20 miles—was opened. The length of the State-owned railways in Queensland is now over 3,000 miles.

Even in the old days, before it became the manufacturing, coal-mining, and agricultural centre it is to-day, with its thousands of workmen, Ipswich was full of life and bustle. In addition to being the head of navigation, it

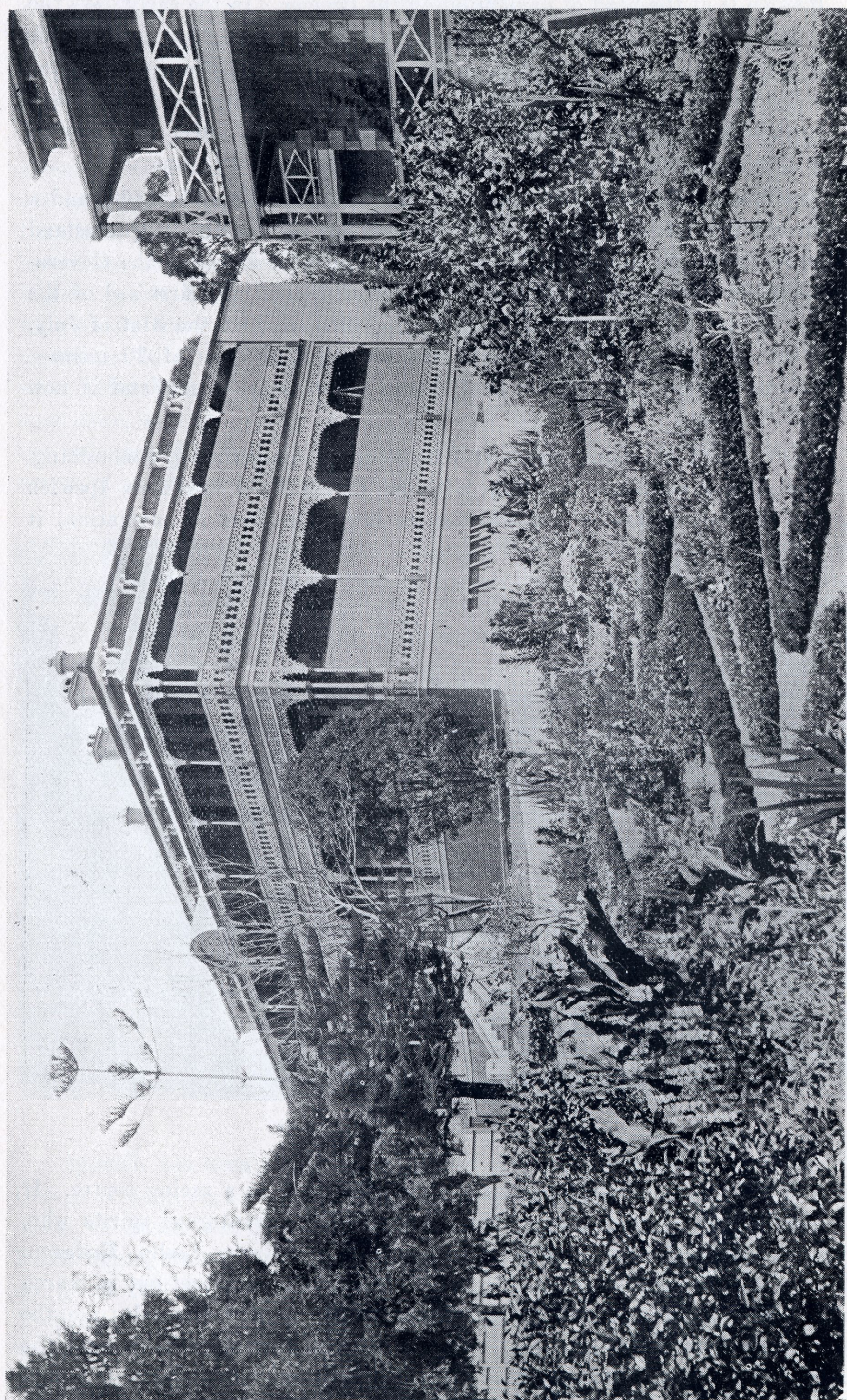


DENMARK HILL AND PUBLIC RESERVE.

was the pivot of a great pastoral district, and famous as a racing centre. It was also the point of departure and return of the adventurous spirits who, after the advent of the pioneer squatters on the Downs—Leslie, Hodgson, Elliott, King, Sibley, Campbell, Hughes, Isaac, and the rest—set out in search of fresh country across the ranges. During holiday and festival time the town would be full of squatters, not only from the West Moreton and the Downs, but further afield, who spent their money in princely fashion.

The area of the present city is 2,560 acres, and the value of the rateable property within the city boundaries was £288,439 for 1906. It must be stated,





GENERAL HOSPITAL, IPSWICH.



however, that these boundaries are the most restricted of any city in Queensland, and the property they enclose is no criterion of the real wealth of Ipswich. As a matter of fact, a great number of the houses are outside these boundaries. The city is divided into three wards, each returning three aldermen. The mayor for 1907 was Mr. A. J. Stephenson, proprietor of the "Queensland Times," a paper with a very large circulation. The town clerk is Mr. Albion Hayne. Ipswich is lighted by gas, and supplied with water from a reservoir at Mount Crosby. A sum of £65,746 has been expended on this water supply, which has a gravitation system extending for 6 miles 4 chains, and a reticulated system of  $63\frac{1}{4}$  miles. This is the second largest reticulated system in the State. This water is pumped from the Brisbane River to the Mount Crosby reservoir, whence it is laid on to the city.

Ipswich possesses many fine buildings. The Town Hall and School of Arts, which occupies a commanding position in Brisbane street, the main thoroughfare, was erected at a cost of £10,000. Connected with the School of Arts is a really first-class library and reading-room, supplied with all the leading newspapers, magazines, and illustrated periodicals. Amongst the public institutions is the Hospital, erected at a convenient spot on the eastern slope of Denmark Hill, at an expenditure of £16,000. Another fine block of buildings, rapidly approaching completion, is the new Asylum. Other public buildings are the Court House, Lands Office, Railway Offices, Railway Station, Post and Telegraph Offices, all of which are well-built solid structures.

### Scholastic.

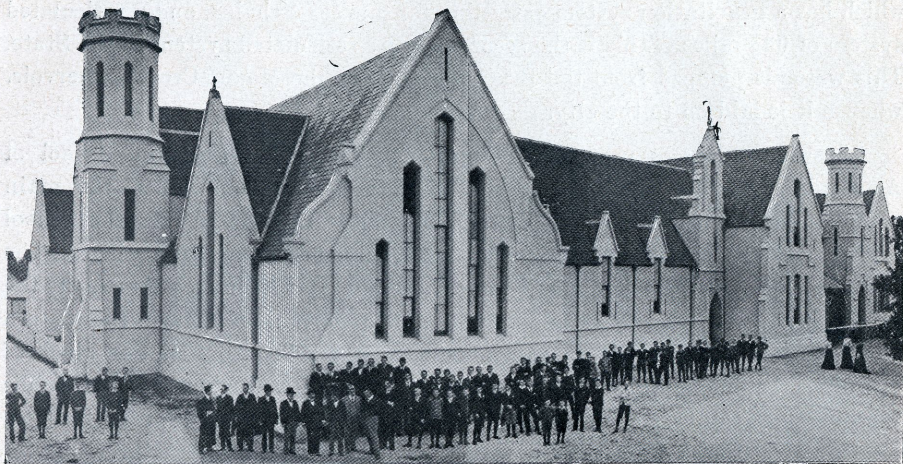
Ipswich is exceptionally rich in educational institutions. It possesses two fine Grammar schools—one for boys and one for girls—situated at opposite ends of the city; a Christian Brothers' school for boys, and St. Mary's Convent for girls, conducted by the Sisters of Mercy of the Roman Catholic Church. In addition, there are six large State schools, with a total attendance of over 2,000 pupils, in the city; as well as 58 State schools and 52 Provisional schools in the West Moreton district. The Church of England also conducts a day school, and there are a few private scholastic establishments. The Technical College, erected in commemoration of the Diamond Jubilee of Queen Victoria, is an imposing structure, and one of the best institutions of the kind in Queensland.

Through her Grammar schools, more especially the Girls' Grammar School, Ipswich has won repeated distinction in the scholastic field. Pupils from the Girls' Grammar School have won the Fairfax Prize at the Sydney University Examinations seven years in succession. On three occasions both the Senior and Junior Fairfax (the blue ribbons for girls at the Sydney University Examinations) have been won by representatives of this school. It is satisfactory to note that, with the exception of one, all the Fairfax winners were residents of Ipswich and West Moreton, most of them being natives of the district. There are now three Ipswich girls at Sydney University with State Exhibitions.



The Girls' Grammar School is a fine building, situated at the top of Limestone Hill, on the eastern boundary of Ipswich, and was erected in 1892, at a cost of £7,800.

The Boys' Grammar School, which was the first institution of its kind established in Queensland, was founded in 1862. It was built on a hill to the west of the city, at a cost of £11,400, and stands in 18 acres of its own ground. This school has always maintained a high position amongst kindred institu-



BOYS' GRAMMAR SCHOOL.

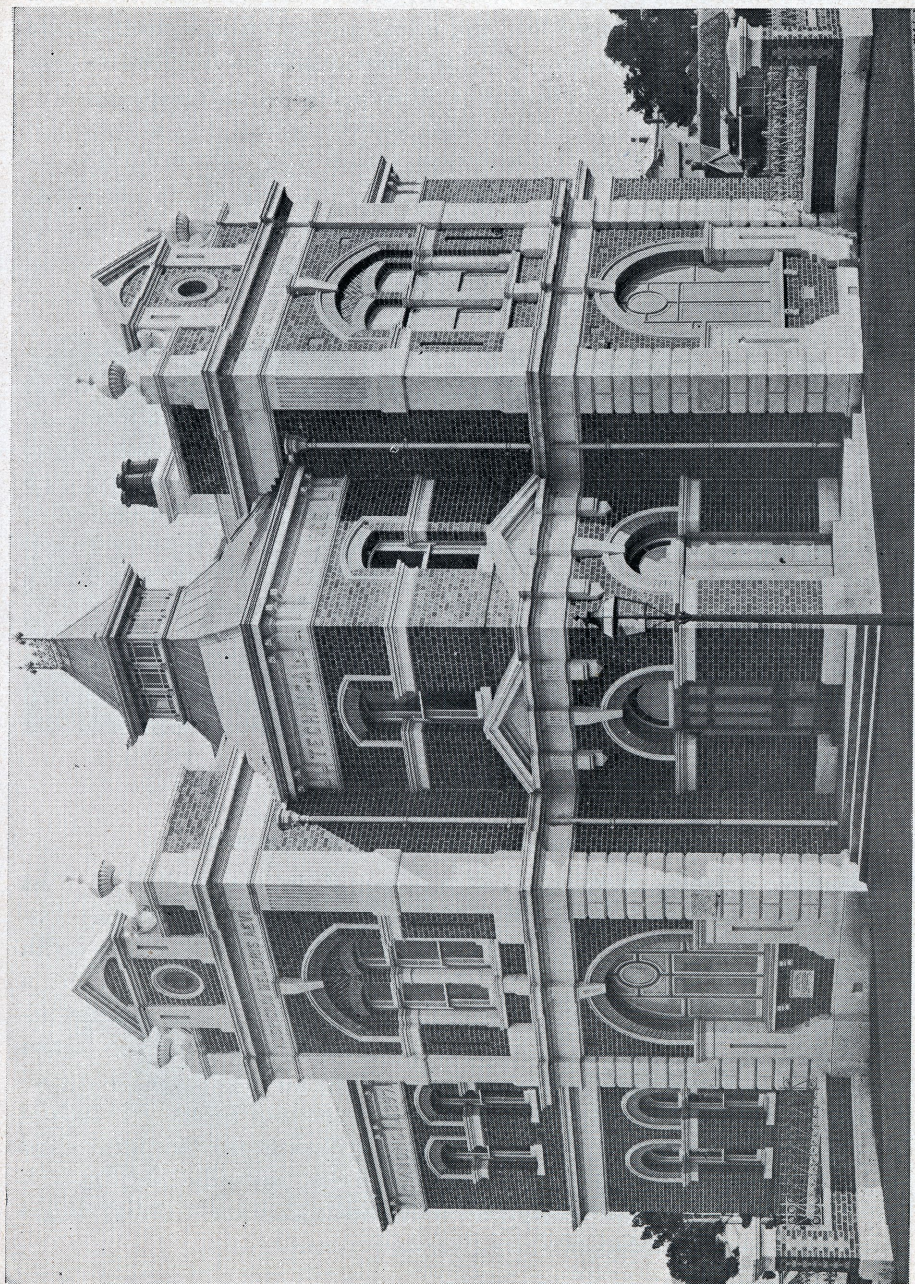
tions. It is indebted to the generosity of the Hon. Lewis Thomas, M.L.C., of Bryhyfryd, Blackstone, for an endowment of £2,000, the interest on which (£75 a year), constitutes a University Scholarship Prize. The school is further endowed with 160 acres of land, situated about  $1\frac{1}{2}$  miles from the city.

The Boys' Central State School, erected at a cost of £2,000, with an attendance of 370 pupils; and the Girls' Central State School (£3,000), with an attendance of 450, have also excellent records. The Cadets from the Boys' School have repeatedly distinguished themselves in rifle shooting under Major Watson. The attendance at the other State schools, of which there are five (including the Newtown school), varies from 200 to 450.

The Technical College was officially opened by Lord Lamington, then Governor of Queensland, on the 4th June, 1901. The cost of the building, with equipment, was £3,500, and this amount was raised by private subscriptions, totalling £1,000, to which the Government added £2,000 by way of endowment. The curriculum covers the following, viz.:—*Scientific*: Electricity, magnetism, chemistry, physics, geology, and botany. *Mathematics*: Drawing in all its branches. *Mechanical Engineering*: Machine drawing, &c., applied mechanics, steam, and steam engines. *Commerce*: Shorthand, book-keeping, typewriting. *Domestic*: Dressmaking, cookery, millinery. *Trades*: Plumbing, carpentry. There is an excellent electrical laboratory, which, in a manufacturing and mining centre such as Ipswich, is proving of inestimable value.



IPSWICH AND BUNDANBA.



TECHNICAL COLLEGE.



This laboratory is the means of giving students a thorough training in practical electrical experiments. There is an 8-h.p. Crossley gas engine, and dynamo adapted for direct and alternating current work. It is the intention of the committee to make the College the most up-to-date establishment in Australia. The attendance now numbers 350. The whole institution is under the able directorship of Mr. R. A. Wearne, B.A., to whose indefatigable efforts it owes its existence.



STATE SCHOOL FOR BOYS.

### **Banking Institutions and Commerce.**

Banking establishments are well represented in the capital of West Moreton, and the following institutions have branches there, viz.:—The Australian Joint Stock Bank, Limited; Bank of Australasia; Bank of New South Wales; Royal, Limited; and Queensland National Bank, Limited. From a commercial standpoint, Ipswich is one of the most solvent and solid communities in the State. When one recollects the number of wealth-producing factors within the boundaries of the West Moreton, such as dairying, agriculture, coal-mining, fruit-growing, stock-raising, and the existence of so many industrial establishments like the Government Railway Workshops, the Queensland Woollen Company, iron foundries, butter factories, sawmills, the Redbank Freezing Works, and other enterprises, it is patent that the stability of the place is on a sound foundation.

It is calculated that not less than £30,000 is paid in wages every month in the vicinity of Ipswich.

A Chamber of Commerce has lately been formed in the city.





### Religious.

It has been said that there are twenty-seven churches within a miles of Ipswich. Of these, the Church of England, Roman Catholic Church, Methodist, Congregational, Baptist, Lutheran, Presbyterian, Salvation Army, and Church of Christ are all represented in the city, and some with more than one building. The finest structure, however, is St. Mary's Roman Catholic Church, which, situated almost in the centre of Ipswich, at once attracts the eye of the traveller at the railway-carriage window. The cost of this beautiful edifice was £32,000 and will probably, with additions and improvements, reach £45,000. It can accommodate 2,200 people, and is an ornament to the city. A fine building, said to be the best of its kind in Australia, is the Congregational Sunday School in East street. St. Paul's Anglican Church is another imposing structure, situated in the heart of the city.

### INDUSTRIES.

#### Government Railway Workshops.

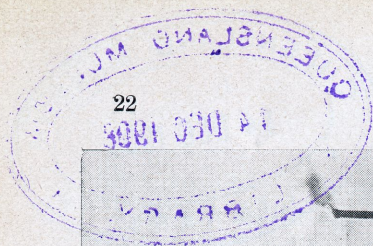
Ipswich, in addition to being "The Modern Athens," is assuredly the home of the locomotive. The iron horses are perpetually to be seen snorting and puffing between the Government Railway Workshops and the Railway Station. A certain atmosphere of coal and iron surrounds Ipswich and



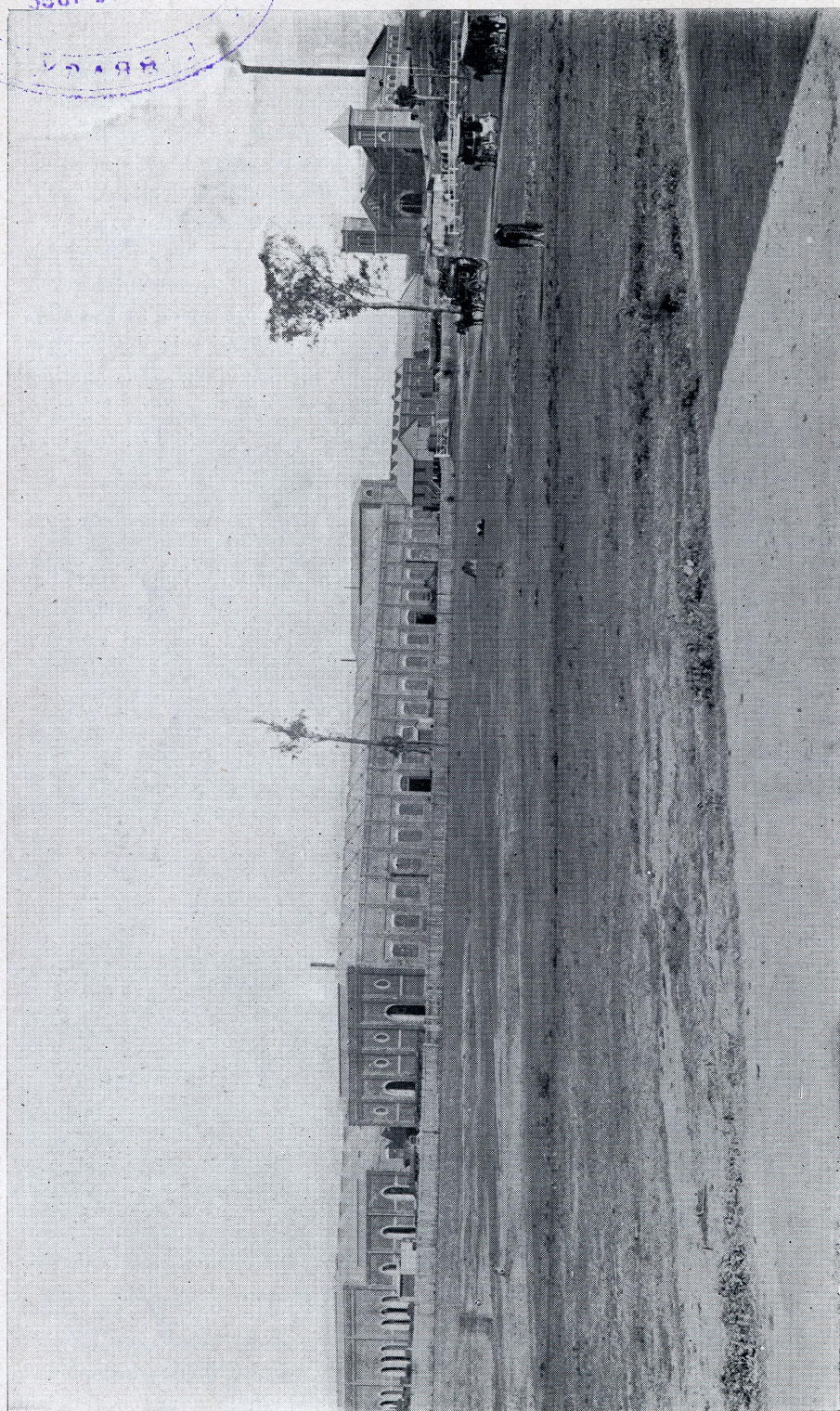
RAILWAY WORKSHOPS AND ROLLING STOCK.

Bundamba. A fine iron bridge spans the Bremer, connecting North Ipswich with the city proper, and affording communication between the workshops and the station. Parallel with it runs the old bridge for vehicular and pedestrian traffic.





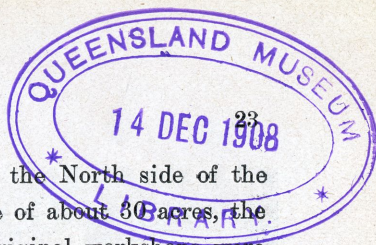
IPSWICH AND BUNDANBA.



RAILWAY WORKSHOPS—GENERAL VIEW.



IPSWICH AND BUNDANBA.



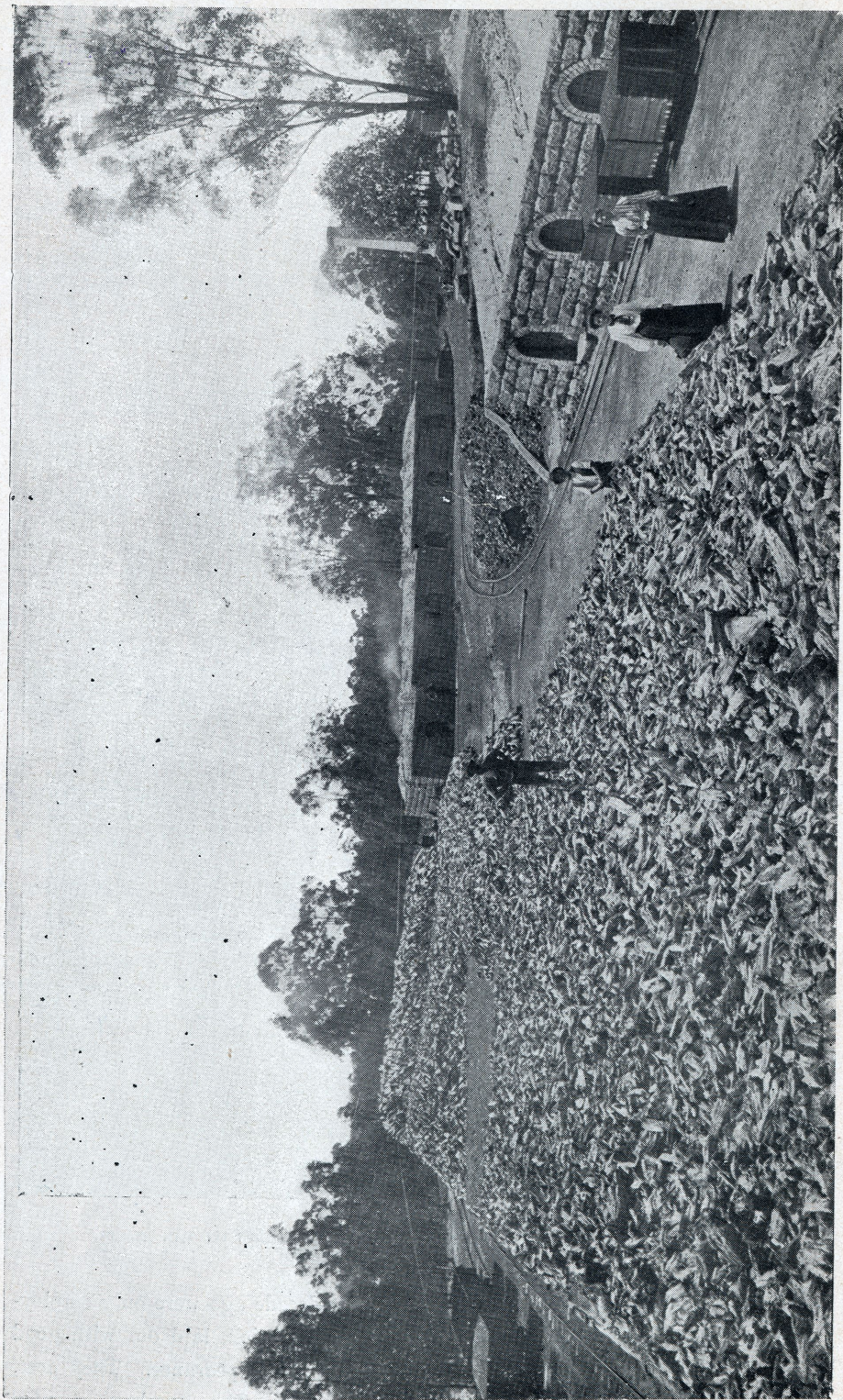
The Ipswich Railway Workshops are situated on the North side of the city, adjacent to the Bremer River, and occupy a space of about 30 acres, the buildings taking up something like 12 acres. The original workshops were



RAILWAY BRIDGE TO NORTH IPSWICH—PASSENGER BRIDGE ON THE RIGHT.

constructed of corrugated galvanised iron, and a decade ago were only employing about 300 men. The modern buildings are all brick, laid out with good taste and symmetry, and present a very substantial appearance. They cost, with their up-to-date machinery, about £500,000. The number of men

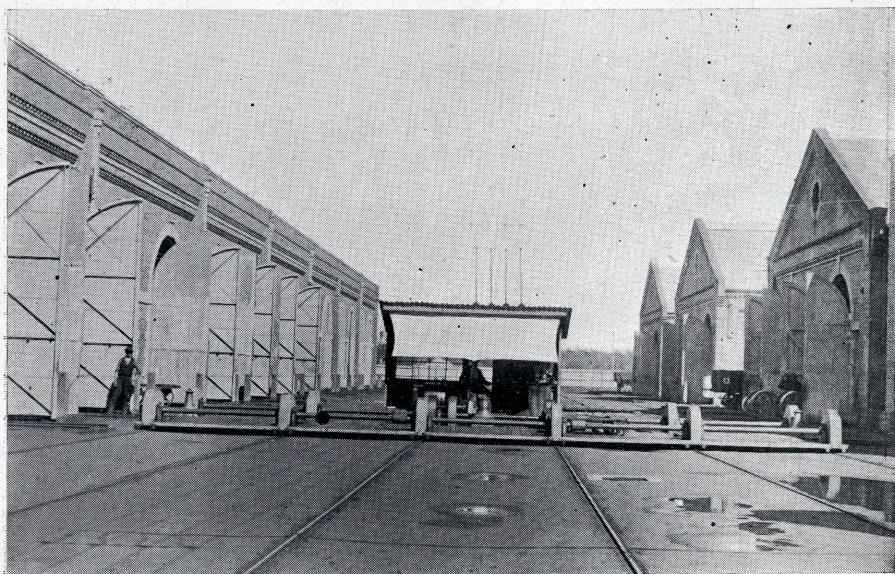




COKE AND KILNS.



employed now numbers 800. The power-house stands on an elevation above the surrounding buildings, and is of an imposing design. It contains generators of electricity, as well as hydraulic and pneumatic power, the steam being generated by four large water-tube boilers, manufactured by Messrs. Babcock and Wilcox. All the shops are traversed by electric cranes, and the machinery throughout the works is of a modern type. Here you can see everything in connection with railway work, from a bolt to a locomotive, or from a wheel to a saloon sleeping-car, manufactured on the premises. Sheets of steel and iron are drilled as easily as paper, and the electric cranes pick up a 30-ton



RAILWAY WORKSHOPS—SHOWING TRAVELLING CRANE.

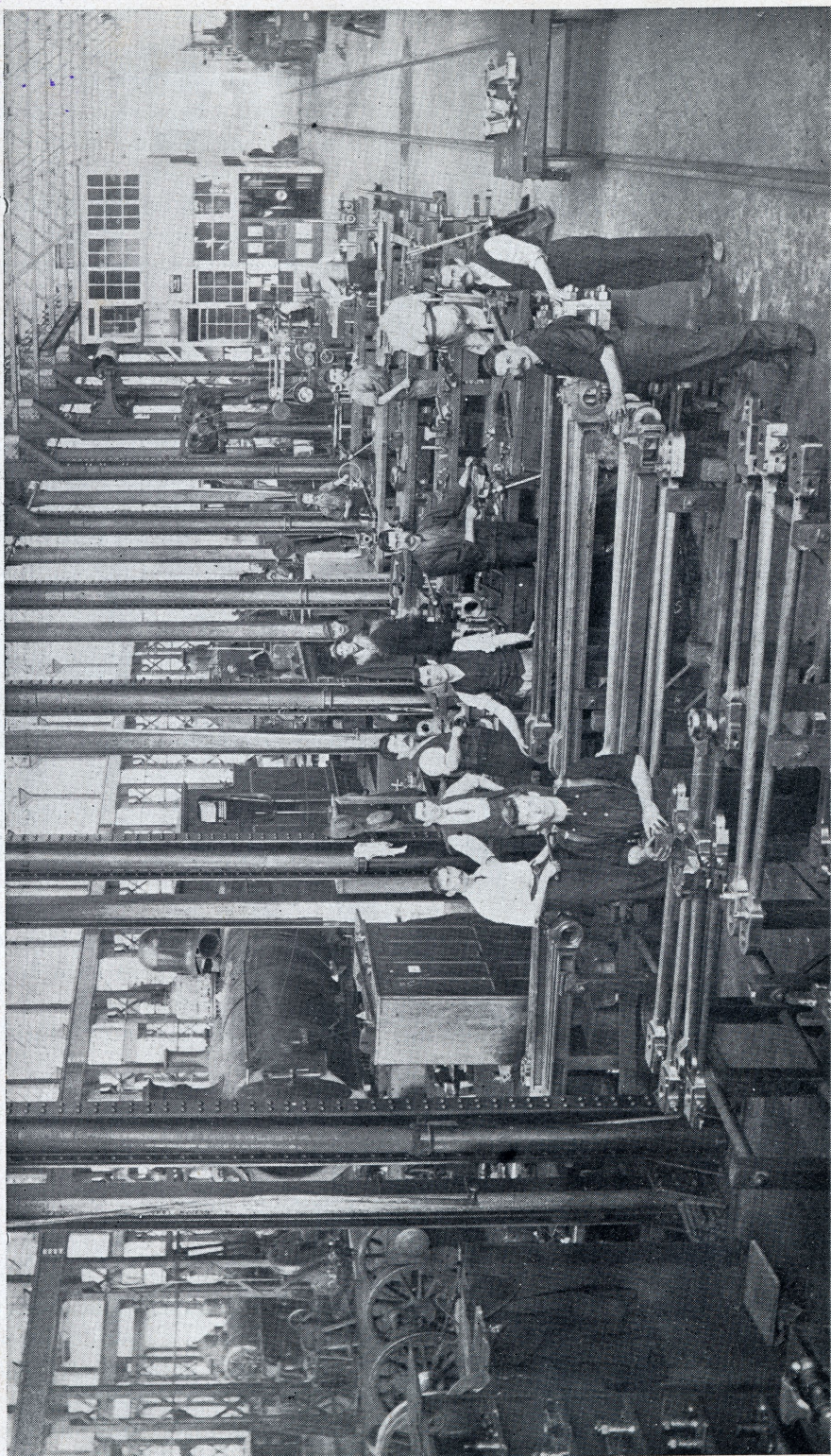
locomotive and convey it from one end of the building to another as if it were a bundle of hay. One locomotive, 2 carriages, and 60 waggons have been turned out of the workshops in one month. Special attention has been paid to the sanitary arrangements, and the septic tank system has been adopted with perfect success.

To the ordinary observer, who may not have had previously a similar experience, a visit to these workshops is full of instruction.

### Coal.

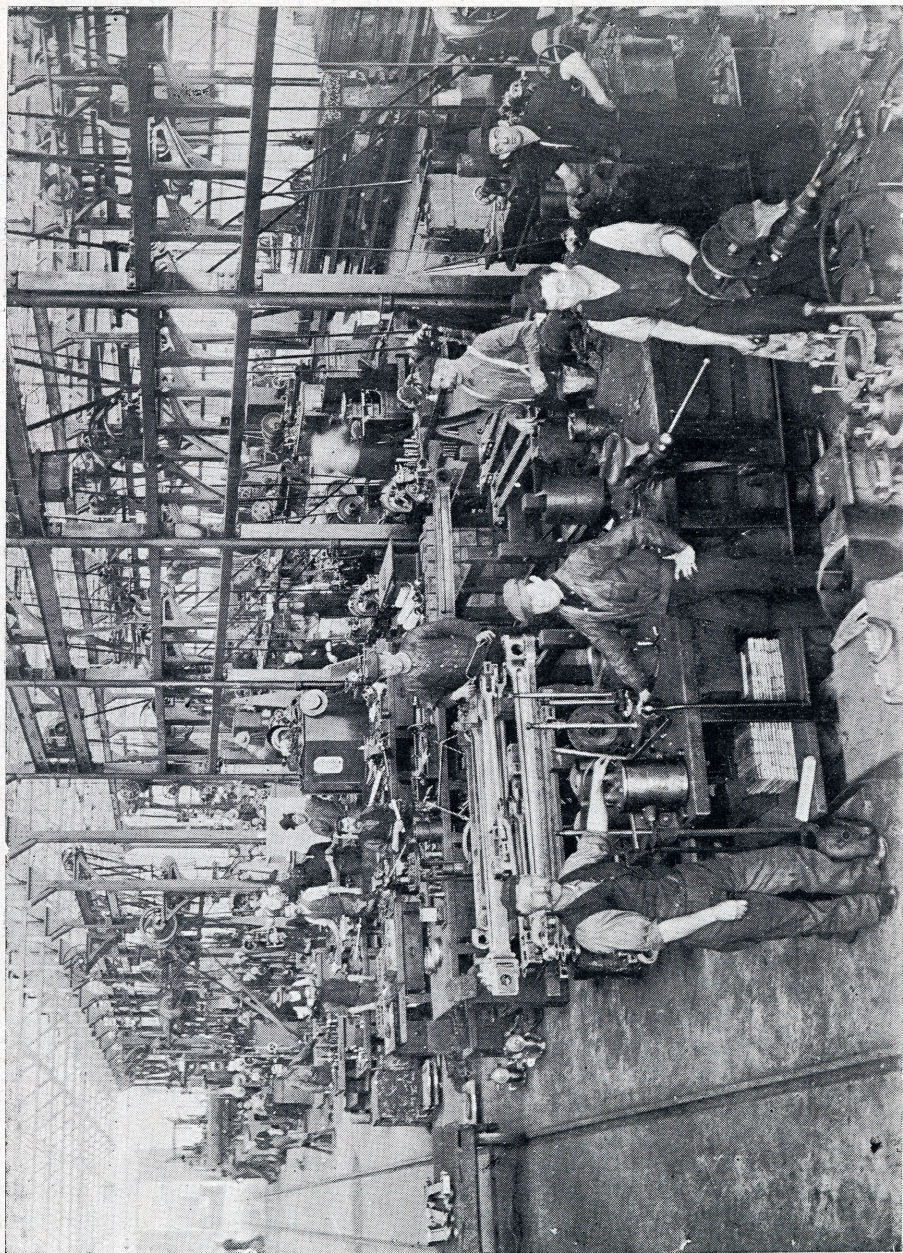
The coal measures in the West Moreton consist of three series, known in ascending order—(1) Tivoli, containing at least six workable seams, very suitable for coke-making; (2) Bundanba, containing about six seams of particularly good steam coal, and which also makes saleable coke; (3) Walloon series, containing four known workable seams, especially adapted for the manufacture of gas. The Aberdare seam, in Bundanba district, with a thickness of about 30 feet, including bands, is the most productive seam in the





INTERIOR OF RAILWAY WORKSHOPS—SHOWING LOCOMOTIVES.



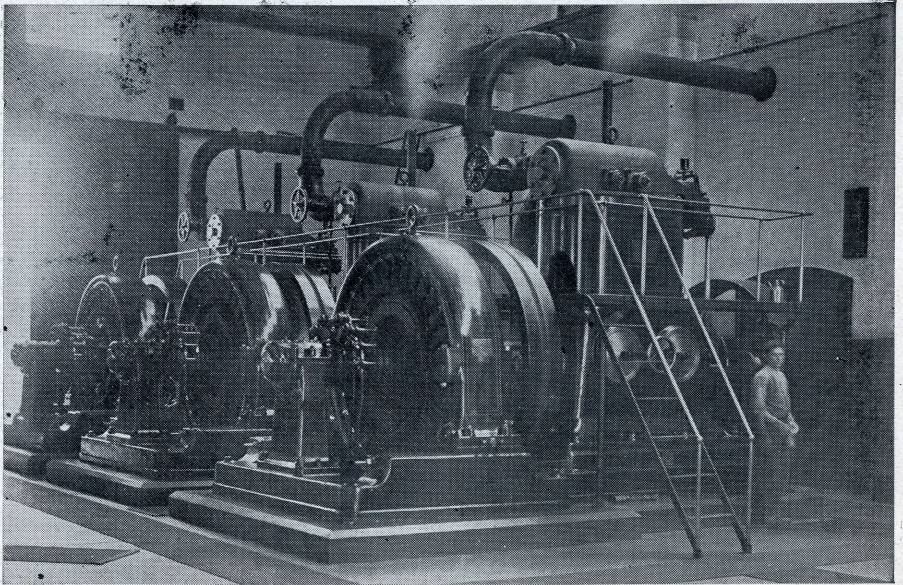


INTERIOR OF RAILWAY WORKSHOPS.



whole district. Blackheath, Boxflat, Bogside, Mafeking, and Whitwood mines are all on the Aberdare seam. The manager of the Ipswich Gasworks considers that the Walloon coal is the best gas coal he has ever worked—superior to Newcastle. It is also used for household and steam purposes. The Railway Workshops use it for steam, because it is suitable for the automatic stokers. The Bundanba and Tivoli coal is more friable, and produces more slack.

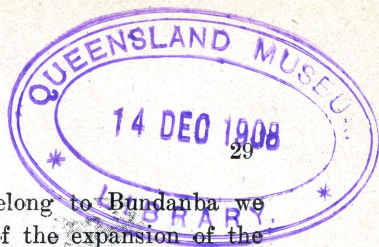
There is a large and expanding business done in coke made from the North Ipswich coal. It goes everywhere. West Moreton is eminently a coal-mining district, and it is probable that large areas yet remain untapped. The Bremer divides the principal coal-bearing country which is being worked at present, and flows through it for some distance. The Tivoli country is on the north side of the river, and the principal North Ipswich mines are the Eclipse, John Wright; Abermain, W. R. Black; Haighmoor and Rothwell Haigh, Stafford Bros. These mines are dealing with an essentially coking coal, and a considerable quantity of first-grade coke is made from it. This coke is despatched to Brisbane and elsewhere by boat, as well as by rail. At Walloon, further up the railway line, where Mr. W. R. Black's Caledonian Colliery is situated, a



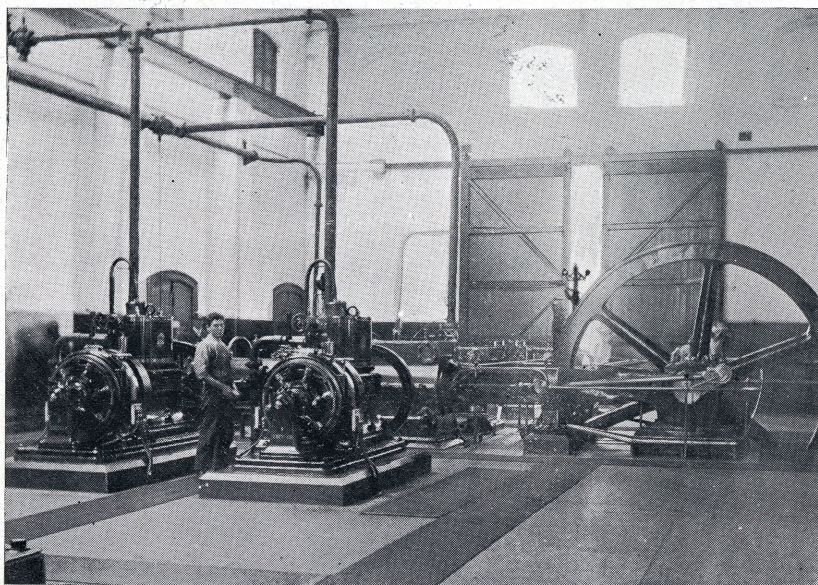
ENGINE-ROOM, RAILWAY WORKSHOPS.

good gas coal, that is also suitable for steam and household purposes, is being taken out. By far the greatest number of mines are situated on the south side of the Bremer, in the Bundanba district. They include Blackheath, W. R. Black; Box Flat, McQueen and Co.; Fairbank, Walter and Co.; Aberdare (just opened up), Walter and Co.; Bogside, Fernie Creek, and Bogside No. 2, Auld and Co., Limited; (Swanbank) Mafeking and Denham, H. G. Noble and Co.; Bonnie Dundee, Dobbie and Davis; Rhondda, Eadie and Co.; Whitwood, Stafford Bros.; New Chum, Hetherington and Rylance. Some of these mines





are turning out splendid steam coal, but as they belong to Bundanba we will deal with them further on. To give some idea of the expansion of the coal trade about Ipswich, it may be said that in the sixties only one mine existed, and that was Messrs. Campbell and Towns', at Redbank, 7 miles from the capital of the West Moreton. Even in the seventies the coal deposits were being tapped at only a few places. The chief pioneer of the coal industry is the Hon. Lewis Thomas, M.L.C., whose industry and business ability have made



RAILWAY WORKSHOPS—ENGINE-ROOM.

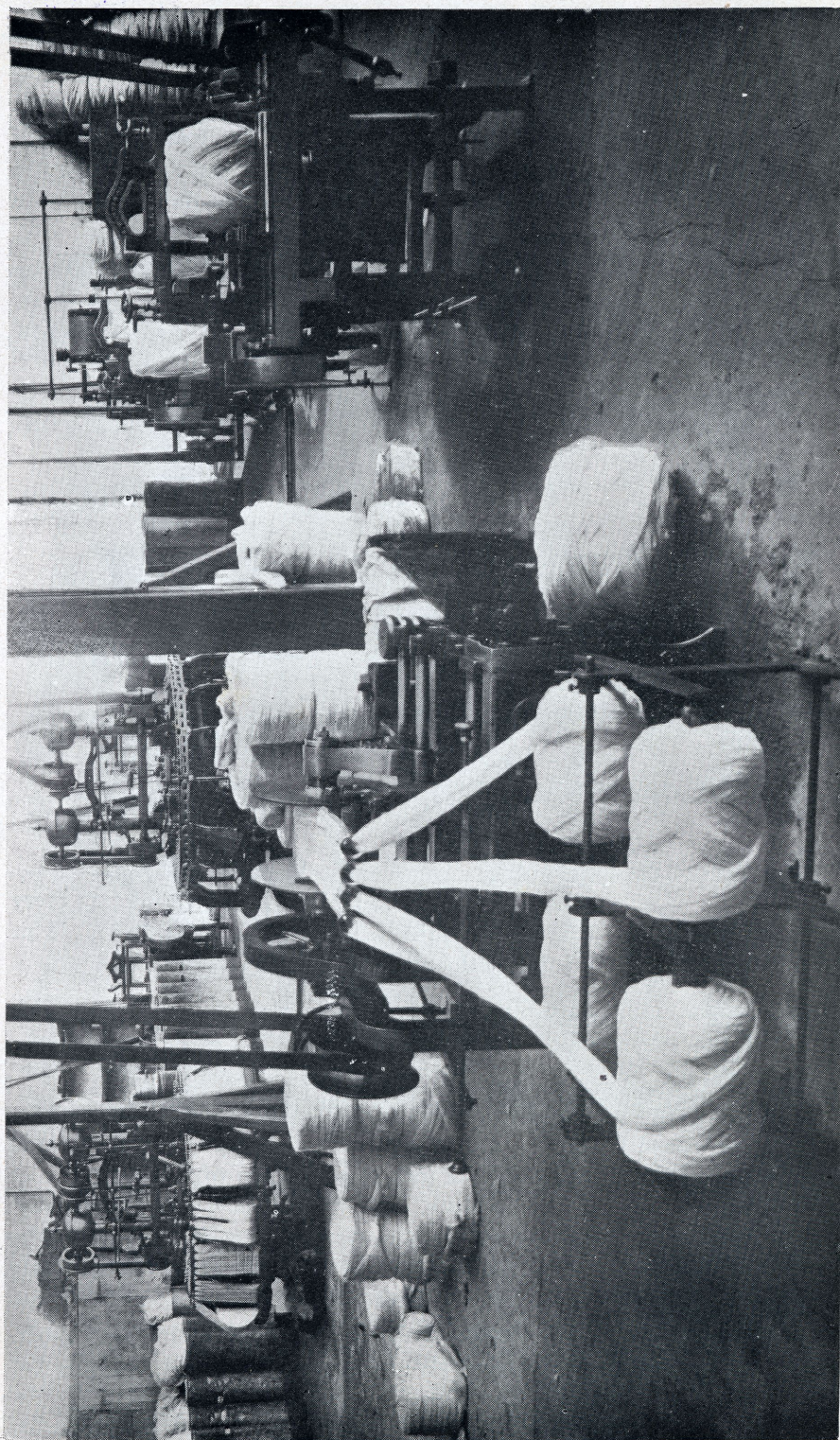
him one of the richest men in the State, and whose liberality towards every worthy cause, especially education and the Eisteddfod movement, has made his name an honoured one throughout Queensland.

About 2,000 miners are now employed in the coal trade around Ipswich and Bundanba.

### **Queensland Woollen Company.**

The Queensland Woollen Company, which is favourably known throughout the State, was founded in 1877. Its inception was due to the enterprise of several prominent Ipswich business men, most of whom have now passed away. When one realises the tremendous ramifications of this industry in Great Britain, the army of workpeople to whom it gives employment, and the huge amount of capital invested, it is patent that the encouragement of similar industries here must tend to benefit Queensland, and to promote general prosperity. At present the wool we grow is exported to England and the Continent, and returned to us in the shape of goods that could equally well be manufactured here. The custom of wearing clothing of Australian manufacture, which has been coming into favour of recent years, will probably obtain a greater vogue





INTERIOR OF QUEENSLAND WOOLLEN COMPANY'S WORKS.



14 DEC 1908

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as the public begin to realise that such cloth is made up of the finest raw material, produced in their own country. Of the promoters of the present company, Mr. Samuel Hodgson, and the late Messrs. John Macfarlane, M.L.A., William Ginn, Samuel Shenton, and J. Reilly, were the most prominent workers, and the fine buildings and machinery on the banks of the Bremer River are an enduring memorial to their zeal and enthusiasm. Manufacturing was commenced in October, 1877, the first building being of wood, but this was replaced in 1890 by the present spacious brick and iron buildings. A good deal of uphill work in overcoming the inevitable local prejudices was experienced in the early periods of the company's history; but, in 1885, the company commenced to pay dividends, and from that period to 1901 80 $\frac{1}{4}$  per cent. of its paid-up capital was distributed amongst the shareholders. At the present time the value of the land, buildings, and machinery stands at £31,300, and the number of hands employed is nearly 300. The mill is capable of turning out 300,000 yards of cloth per annum. The principal manufactures of the company are indigo serges, tweeds, rugs, flannels, blankets, and fancy and plain worsteds.



QUEENSLAND WOOLLEN COMPANY'S PREMISES.

### Cotton Factory.

West Moreton is essentially a cotton area, and can grow cotton against any part of the world. Between the sixties and seventies there were 14,000 acres under cotton in this district. The American war, that so seriously affected the plantations in the Southern States of the Union, was a strong inducement to Australian farmers to put their land under cotton, with very profitable results. The Queensland Government, recognising the importance of the industry, subsidised it by granting a bonus on local-grown cotton, but



about 1869 this was reduced. It was grown in various parts of the West Moreton with success, and there is a large cotton factory at East Ipswich. This factory, which has been closed for some time, has now been reopened by Messrs. Joyce Bros., Limited. Some years ago goods manufactured from cotton grown in West Moreton were sent from these works to many parts of Australia. The industry is now stationary, but raw cotton is still grown in the district. Messrs. Joyce's enterprise in reopening the factory augurs well for the district. The only difficulty with regard to cotton-growing in Queensland is the labour supply. During 1905 the Agricultural Department used a portion of the machinery in this factory for the ginning of cotton, and the article thus produced found a ready market within the Commonwealth. Cotton-seed oil is now found to be a valuable by-product. The Commonwealth Government are giving a bonus of 10 per cent. on all raw cotton grown in Australia. Messrs. Joyce Bros., Limited, are distributing free cotton seed to all farmers desirous of planting it.

### **Shirt Factory.**

As another instance of the progress of the city, it may be mentioned that Messrs. Alexander Stewart and Sons, Limited, of Brisbane, are building a shirt factory in Ipswich, which will be the first one in Queensland outside Brisbane. In their Brisbane factory the firm employs 650 hands. The Ipswich factory will give employment, at first, to from 130 to 140 hands, and probably to 500 in a few years.

### **Iron Foundries.**

There are two flourishing iron foundries in the capital of the West Moreton—viz., Messrs. S. Shillito and Son, situated in East and Limestone streets, Ipswich, and Messrs. F. Barbat and Sons, in North Ipswich. Messrs. Shillito and Son manufacture trucks, hoppers, and rolling-stock, both for the Government and for private companies. Agricultural implements and all varieties of ironwork are also manufactured. The firm make a speciality of pressed steel swingle-trees, corn huskers, shellers, and baggers, and cross-gear of any size.

Messrs. F. Barbat and Sons employ about eighty hands, and are just completing a contract for sixty railway wagons for the Chillagoe Company, North Queensland, as well as eight huge iron tanks, of a capacity of 30,000 gallons each, for the Queensland Government Railways. All sorts of ironwork, boiler-making, casting, pump-making, and general engineering work are carried on in this up-to-date establishment. They possess the only plant in Queensland for the manufacture of nuts and bolts, which they turn out in large quantities. They make a speciality of agricultural and dairying requirements, including a corn sheller, husker, and bagger in three sizes. A large number of these are sold annually. The business of this firm extends all over Queensland.





### Butter Factories.

The extraordinary development of the dairying industry during the last few years in so many districts in Queensland, but especially in the West Moreton, has become a great factor in the prosperity of Ipswich. There are three butter factories and one cream depôt at Ipswich, and another large butter factory at Booval. The North Ipswich Ice and Butter Factory, owned by Messrs. Pommer Bros., is situated on the north side of the Bremer. The firm commenced some twelve years ago with a hand churn and one supplier, turning out about 1 cwt. of butter per week. They are now turning out 20 tons of butter per month in ordinary seasons, and about 3 tons of ice per day during the summer. The turnover totals about £36,000 per annum, and the business is steadily expanding. The Silverwood Dairying Company have a large receiving depôt in Ipswich, and at North Ipswich is also situated the Pioneer Factory, conducted by Mr. Springall. The Queensland Farmers' Co-operative Company, Limited, have a large establishment for butter-making



BUTTER FACTORY.

at Booval, about 3 miles east of Ipswich. This is a very up-to-date factory, with a large turnover. The same company have three other butter-making establishments, situated at Boonah, Laidley, and Grantham respectively. At the Pine Mountain, close to Ipswich, is another factory, conducted by Mr. P. Sherlock.

Other factories in the district are the Silverwood Dairy Factory Company, at Gatton; J. L. Frederick's factory, Marburg; Siemon and Sons, Walloon; F. W. Linning's, Glamorganvale; Dick Bros., Purga; Esk Co-operative, Esk; and the Rosevale Cheese Factory, Foggitt, Jones, and Co.



There are cream depôts at Rosewood, Engelsburg, Minden, and other places. A flourishing industry in the manufacture of condensed milk is represented by important factories at Cressbrook and Trelawny, the property of the world-famed firm of Nestle and Co.

For the year 1904 the total amount of cream received at the principal factories in West Moreton was 6,268,281 lb., from which 2,963,479 lb. of butter were manufactured. The aggregate payment to suppliers by these factories was £91,412 10s. It is estimated that the output of butter from other sources was nearly equal to the aggregate mentioned above. The total value of the capital invested in the industry was estimated at £600,000, and the approximate value of the milking cows at £200,000. For the year 1905

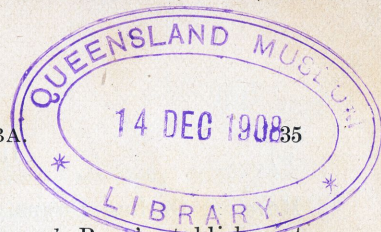


CO-OPERATIVE CREAMERY.

the amount of cream received by three of the butter factories in Ipswich was 5,139,000 lb., producing 2,349,213 lb. of butter. The amount paid to suppliers for the year by these three factories was £81,680.

For the year 1906 the amount of butter made in Ipswich factories was 2,328,451 lb.; that made in factories in the rest of the district amounted to 3,673,327 lb.; the amount made by farmers is returned as 16,421 lb. This gives a total butter return of 6,018,199 lb. for 1906. The capital invested in factories (creameries excluded) was as follows:—Machinery and plant, Ipswich, £7,459; rest of West Moreton, £10,805; land and premises, Ipswich, £3,985; rest of district, £10,196; value of output of factories, Ipswich, £91,997; rest of district, £141,184; total, £233,181. Cream made into butter in factories situated in Ipswich, 4,700,307 lb.; other parts of West Moreton, 7,665,904 lb.; made into butter by farmers, 247,610 lb.; total, 12,613,821 lb. Cream produced in district—in Ipswich, 1,398,228 lb.; rest of district, 12,780,794 lb.; total, 14,179,022 lb.





### Sawmills.

There are two sawmills at Ipswich—Messrs. Hancock Bros.' establishment, founded in 1872, on the northern bank of the Bremer, and Mr. A. F. Spann's mill in West Ipswich. Messrs. Hancock's mill turned out for 1906 of sawn timber, 1,114,417 feet hardwood, 6,353 feet beech, 8,507 feet crow's ash, 6,187 feet cedar, 339,320 feet pine, and, at their Villeneuve mill, about 708,170 feet pine. Mr. Spann's mill has only been erected about four years, but he is doing a large business, having been thirty years in the trade. The other sawmills in the West Moreton are Brown and Broad's, at Goodna; Collett's, at Rosewood; and Wohlgemuth's, at the same place; Billington's, at Laidley; Cossart's, at Gatton; Mott and Stacey's, at Peak Crossing; Cossart's, at Dugandan; Denning's, at Lowood and Mount Brisbane; Blank's, at Esk; Anderson's, at Esk and Blackbutt; Hancock and Gore's, at Crossdale; Emmerson's, at Blackbutt; Patterson's, at Moore; Brown and Broad, at Moore; A. J. Raymond and Co., Anderson and Martin, at Kipper's Creek, *viâ* Esk. A glance at this list will give the reader an idea of the timber activity in the West Moreton. Although a good deal of the timber has been worked out, large reserves still remain. There is a considerable amount of pine in Colinton Timber Reserve—about 60 square miles—in the north of the West Moreton. There is also 50 square miles of timber in the parish of St. John, which includes Mount Byron, to the north-east. There are several smaller reserves in various parts of the district. The magnificent Blackbutt country, which contains almost every variety of timber known in Southern Queensland, and which it is hoped the extension of the Brisbane Valley Railway will open up, has already been mentioned.

### Old Commercial Firms.

The two oldest commercial firms in Ipswich are Messrs. Cribb and Foote and G. H. Wilson and Co. The first-mentioned firm, which belongs to the class of universal providers, was established in 1849 by the late Mr. Benjamin Cribb, who was subsequently joined by the late Hon. J. C. Foote. The firm, which is now conducted by their sons, prospered from the start, and developed with the district. Its ramifications at present extend all over the West Moreton and throughout the State. Its operations not only grew with the province, but, what is not usual in such cases, it has been a most potent factor in settling people on the land. It is no exaggeration to say that thousands of prosperous farmers owe their success to the assistance of Cribb and Foote in giving them a start when they had no other capital but their stout hearts and willing hands. The princely liberality displayed by the firm with regard to the comfort and well-being of their employees, their generosity towards all public charities, and their far-sighted policy in assisting settlers to obtain homes of their own, has given them a position honoured above that of any establishment in Queensland. The work of Cribb and Foote has been a national one.

Messrs. G. H. Wilson and Co., general merchants, the second oldest firm in Ipswich, was established in 1853, and does a large business over West



Moreton, Darling Downs, and Western Queensland. In those early days all goods arrived by water, and were carried inland by bullock teams. Like Cribb and Foote, they have seen the district change from a purely pastoral province to be the scene of intense farming operations. They have watched the development of the great coal-mining industry—even now only on the verge of its possibilities—and the still more marvellous change wrought by the cutting up of the large estates for close settlement, and the advent of modern dairying.



FLOUR MILL.

### **Other Industries.**

Amongst other industries Ipswich possesses a well-equipped flour mill, and a soap factory, at Churchill, turning out household soap, kerosene soap, and soda crystals—about 15 to 20 tons per month.

### **Local Government.**

In addition to the Ipswich City Council, the West Moreton is well supplied with local government bodies. There is a Town Council at Laidley, and the Shire Councils of Bundanba, Purga, Rosewood, Walloon, Tarampa, Esk, Laidley, Goolman, and Normanby exercise local authority over their respective areas.

### **Press.**

The Press of Ipswich and West Moreton is represented by "The Queensland Times," established in 1859, an influential tri-weekly journal with a very large circulation, published at Ipswich. Other papers circulating in West Moreton are:—"The Moreton Leader" (Ipswich); "The Lockyer Star"





(Laidley); "The Fassifern Chronicle" and "The Fassifern Advertiser" (Boonah); "Esk Record" (Esk); "Gatton Mail" (Gatton); and the "Railway Times," a monthly journal published at Ipswich.

### Musical.

Ipswich, which has a high musical reputation, was the first town in Queensland to hold an Eisteddfod, towards which the Hon. Lewis Thomas, M.L.C., annually donates a generous gift of £50 for choral competition. The famous Blackstone and Ipswich Cambrian Choir, now under the baton of Mr. Leonard Francis, has its headquarters here. There is also an Orchestral Society.



BLACKSTONE.

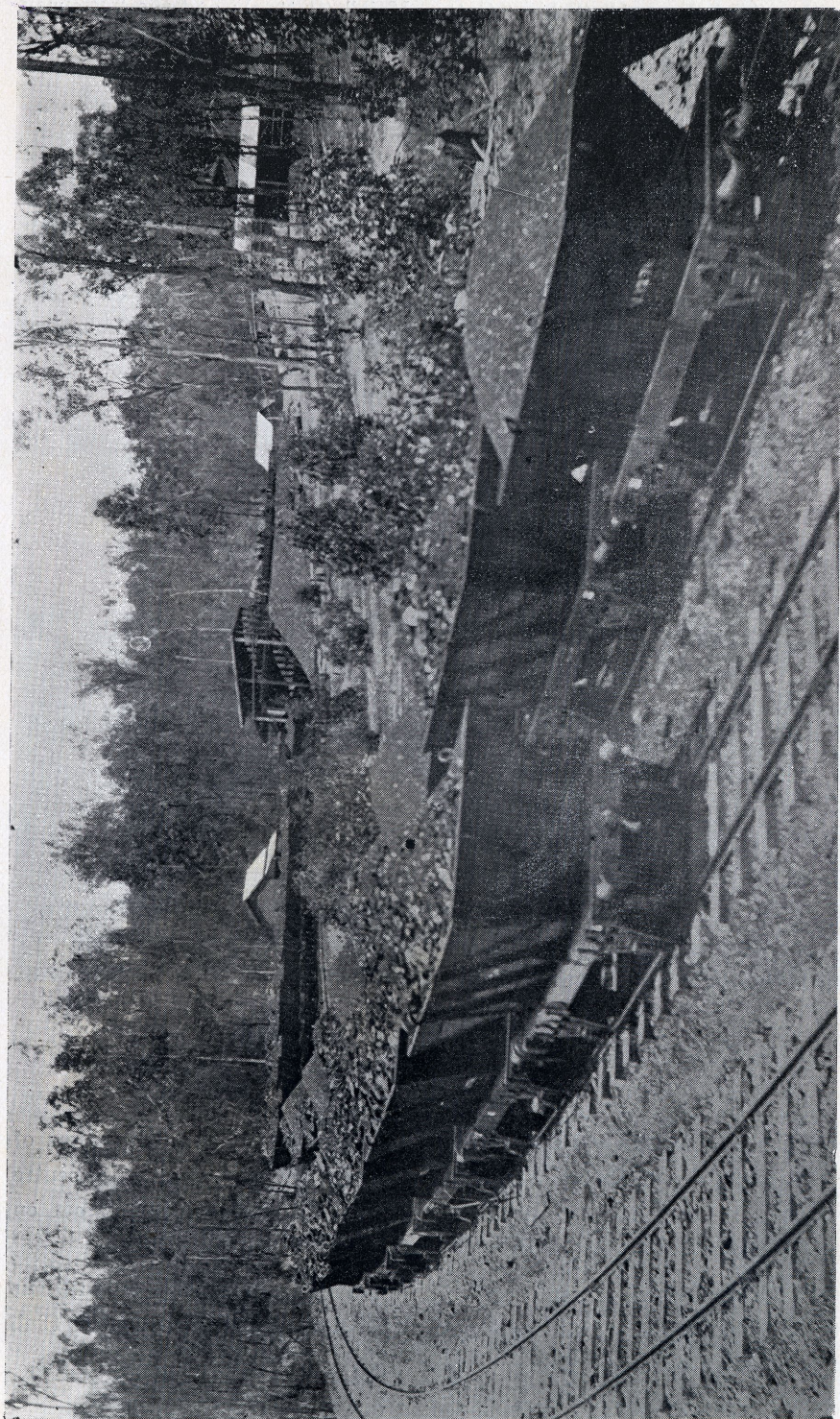
### Sporting.

The capital of the West Moreton has for long been the headquarters of horse-racing in Queensland. In the early days it was the great breeding centre for thoroughbreds, and many classic equine battles have been fought out on its racecourse.

At Ipswich, which maintained a high reputation as a sporting rendezvous in the old days, there are still two racing institutions, the Ipswich Jockey Club and the Ipswich Amateur Club.

There are also cricket, football, tennis, and swimming associations.





BLACKHEATH COAL READY FOR TRANSIT.





## BUNDANBA.

THE Bundanba electorate is the most easterly division of the great West Moreton district, and is the principal coal-mining centre in the State. Bundanba, Dinmore, and Blackstone are the three mining townships within its boundaries, and are situated to the south of the Bremer River. The first mine in the Bundanba district was at Redbank, about 7 miles from Ipswich, and was opened by Messrs. Campbell and Towns. In the sixties this was the only coal-mine working in the West Moreton. At that time Campbell and Towns had a boiling-down establishment as well as the mine, and about 100 men were employed at the two industries. In 1861 there were only about thirty to forty coalminers in the district. To-day they number nearly 2,000.

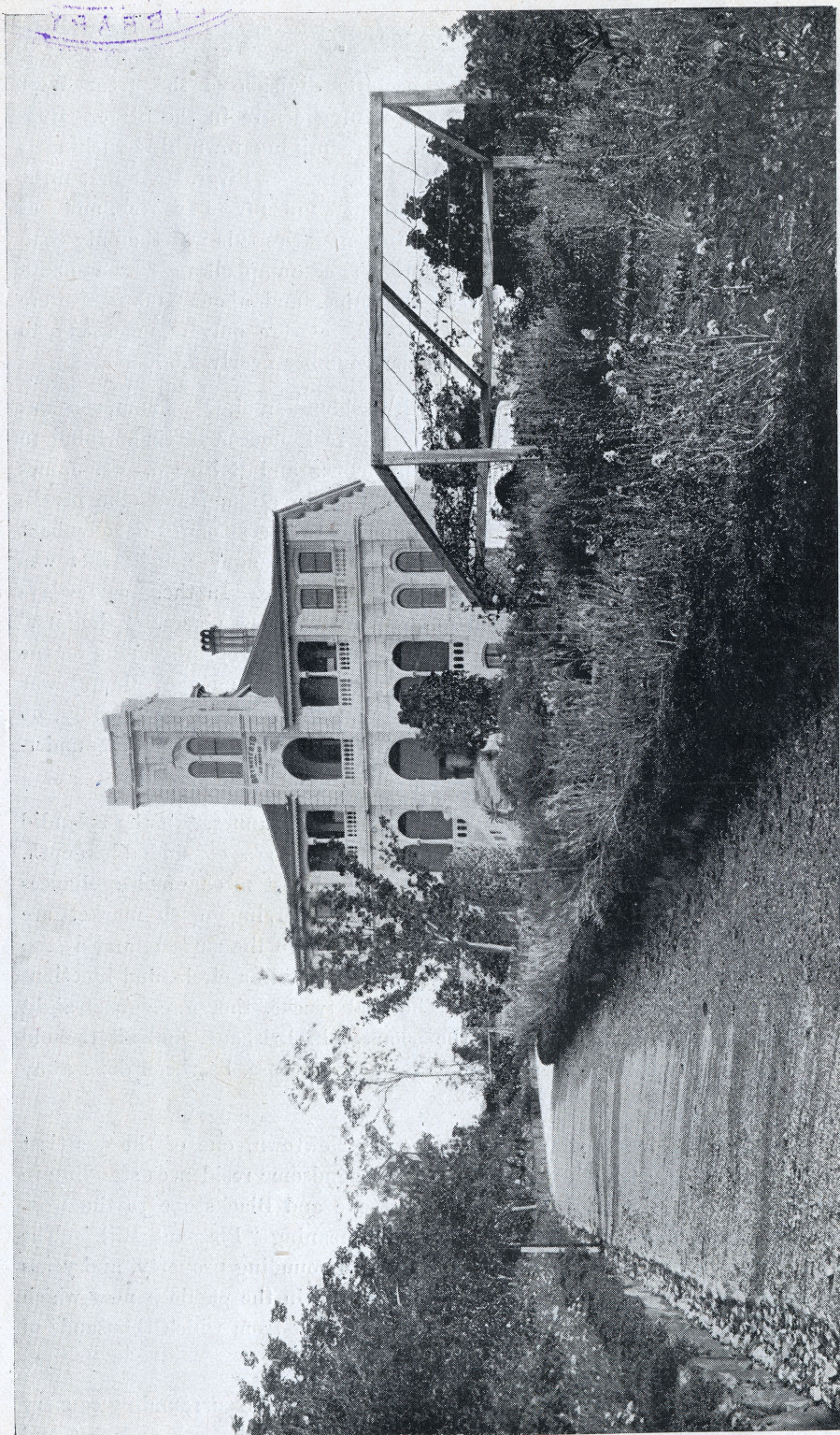
The Hon. Lewis Thomas, M.L.C., with whom Mr. J. M. Thompson was once in partnership, may be regarded as the real pioneer of coal-mining in Queensland. Although previously Messrs. Hooper and Robinson, Mr. James Gulland, and others had done something in this direction, it was the persistence and shrewdness of the Welshman that led to the splendid development we see to-day. It is something like thirty-five years ago since he first was connected with the coal-mining industry in this State. In those early days the coal deposits were being tapped at comparatively few places. "Colliers," says a local writer, "then set to work on some of the outcrops appearing on the sides of the steepest hills. Tunnels were soon made, and the mineral was wheeled out by means of barrows. As the tunnels ran almost horizontally, no mechanical aid was required in bringing the small waggons from the underways."

To-day mining is conducted in a very different manner. In the splendid group of mines about Bundanba shafts are sunk to a considerable depth, up-to-date machinery has been installed, and the latest mechanical appliances for cutting the coal, bringing it out, and transferring it to market are universally adopted. Tram lines run from the pits to the surface, and a loop railway line from Bundanba touches at all these mines in a circle, and junctions with the main railway at Redbank. The coal trucks, therefore, go straight from the mine to the steamers at the wharves in Brisbane, and all the old troubles of haulage by team, and the consequent expense, has been done away with.

A pleasant drive of a few miles through Newtown, one of the prettiest suburbs around Ipswich where there are many handsome residences standing in their own grounds, takes you through Silkstone and Blackstone to the Hon. Lewis Thomas's palatial home, "Bryhyfryd," meaning "Pleasant Hill." The owner has mined over nearly every inch of the surrounding property, and years ago his cottage was situated at the foot of the hill, in the paddock near which stands the old Aberdare mine, not now working, but from which thousands of pounds worth of coal have been taken in the past.

Standing on the tower of the house, a fine view of the surrounding country can be seen. Before you the white roads run north and south and east and

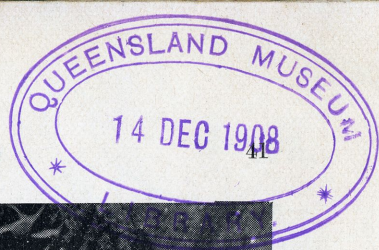




RESIDENCE OF THE HON. LEWIS THOMAS.



IPSWICH AND BUNDANBA.



IN THE DEPTHS OF A COAL MINE.



west, and show out against the green of the paddocks. The pretty suburbs and small neat townships of Silkstone, Blackstone, and Booval—here in a cluster, there spreading out—give the impression of a community to whom want is little known. Further to the north the Bremer River can be traced as it winds east to join the Brisbane. At intervals the high outline of a poppet-head indicates where the secret wealth is being sought for. To the north-west the roofs of Ipswich glitter white in the strong sunlight, whilst on every side in the far distance rise the purple outlines of the hills.

Some of the finest mines around Ipswich are situated on the loop line from Bundanba to Redbank. These are Blackheath, Box Flat, Fairbank, Aberdare, Bogside, Fernie Creek, Bogside No. 2, Mafeking, Denham—these few last known as Swanbank—Bonnie Dundee, Rhondda, Whitwood, and New Chum.

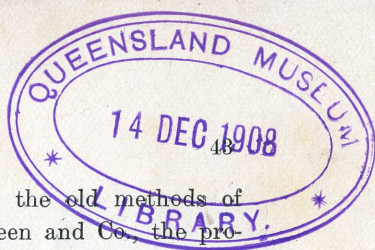


COALMINERS AT WORK.

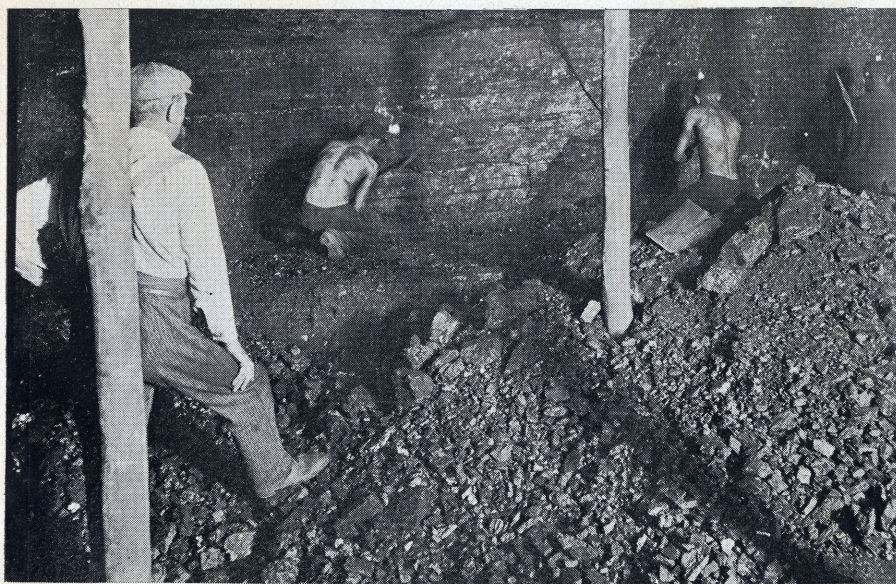
McQueen and Co.'s Box Flat mine is turning out a very good sample of steam coal. This mine was the first to adopt the electric coal-cutters, which cut into the seam automatically, and have proved a great saving in labour. A trial sample of coke was manufactured from the Aberdare seam by McQueen and Co., and forwarded to Mount Morgan, with satisfactory results. Hitherto the best coke has been obtained from North Ipswich. One of the principal mine-owners in the West Moreton is Mr. W. R. Black, whose properties consist of the Blackheath, at Bundanba; the Abermain, at North Ipswich; and the Caledonian, at Walloon. The Blackheath property consists of 700 acres, between 6 or 7 miles from Ipswich, on the south side of the Bremer. As nothing more up-to-date exists in the district, it may be cited as an instance of modern coal-mining in the West Moreton. Three tunnels extend into the mountain about 350 yards, cutting a seam which shows a workable thickness



## IPSWICH AND BUNDANBA.



of  $15\frac{1}{2}$  feet of splendid steaming coal. Until recently the old methods of working were adopted, but, following the lead of McQueen and Co., the proprietor has installed three electric coal-cutting machines, and has even gone one better by introducing three electric boring machines, one of which will do in six minutes the work which it previously took a man the whole day to accomplish. The three coal-cutting machines are capable of turning out 180 tons of coal per day of eight hours. They consist of sharp steel heads, working at great speed on an endless belt, and take a horizontal cut into the seam 6 feet deep by 3 feet 9 inches wide, and several inches in height. Three men with one of these machines can do the work of eighteen. Another cutting machine, of greater capacity and possessing further improved features, is on the ground, and will shortly be erected. Two of the coal-cutting machines are by the Jeffrey Manufacturing Company, and one by the Goodman Company. Steam is supplied to the generating plant by a large Lancashire boiler. The generating plant consists of a McEwen engine, rated at 16-h.p., having a 16-inch stroke and 16-inch diameter of cylinder. The dynamo is a 6-pole, made by the Ridgway Dynamo and Engine Company, of Ridgway, Pennsylvania, for the Jeffrey Manufacturing Company, 100 k.w., 550 revolutions per minute, 275 volts and 366 ampère at full load. The coal seam in the highest place



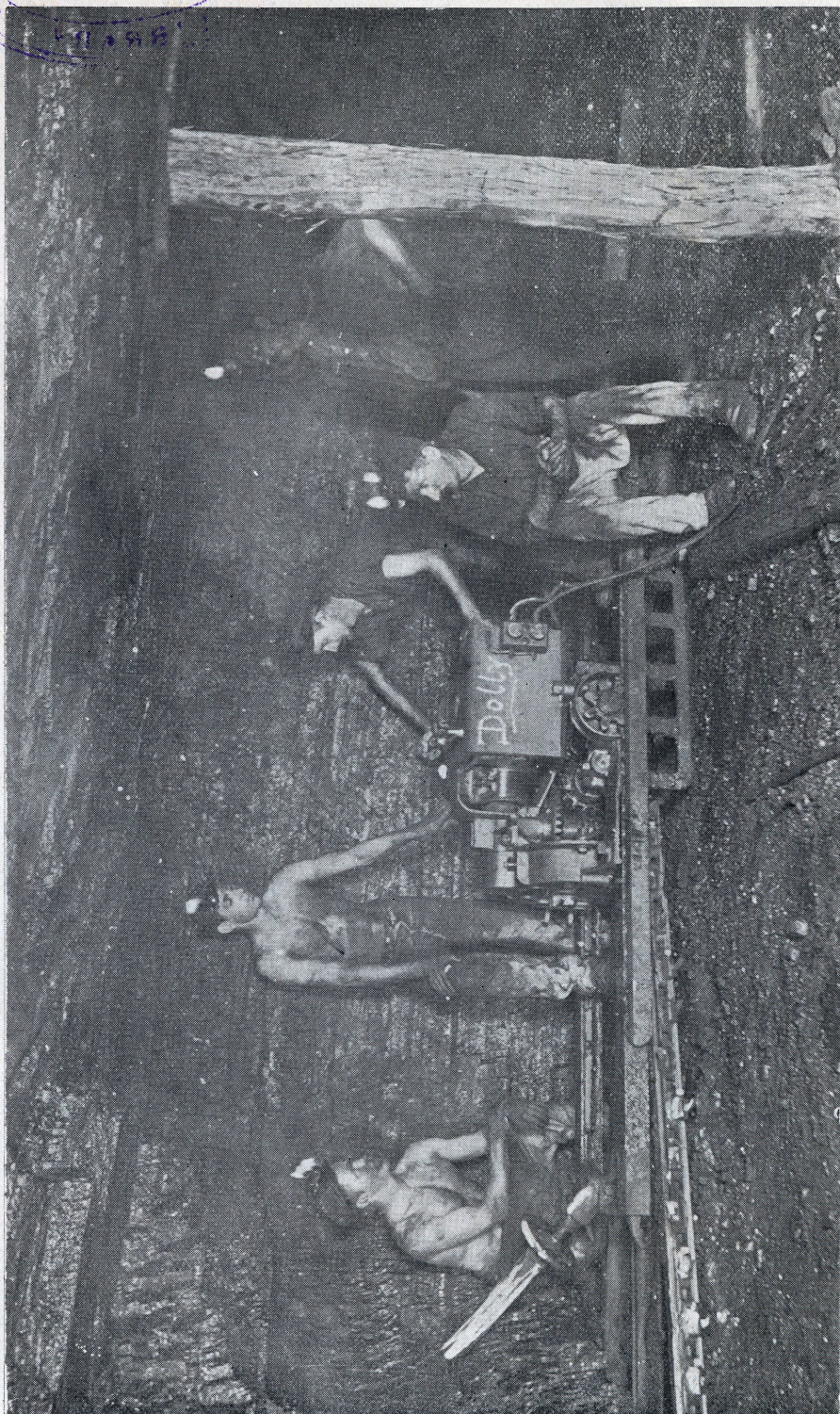
COALMINERS AT WORK.

worked is  $15\frac{1}{2}$  feet where the cutting machines work, and is 11 feet high; undercut, 6 feet. This mine is an exceptionally dry one. There is no moisture, and an absolute absence of gases. Owing to the thickness of the seam, the passages are lofty, and can be traversed without stooping. To roam these underground corridors and watch the lines of loaded and empty trucks dashing upwards and downwards on the cable tramway, and to see the cutting-machine tearing out the coal, is an interesting experience for the average man. About





IPSWICH AND BUNDANBA.



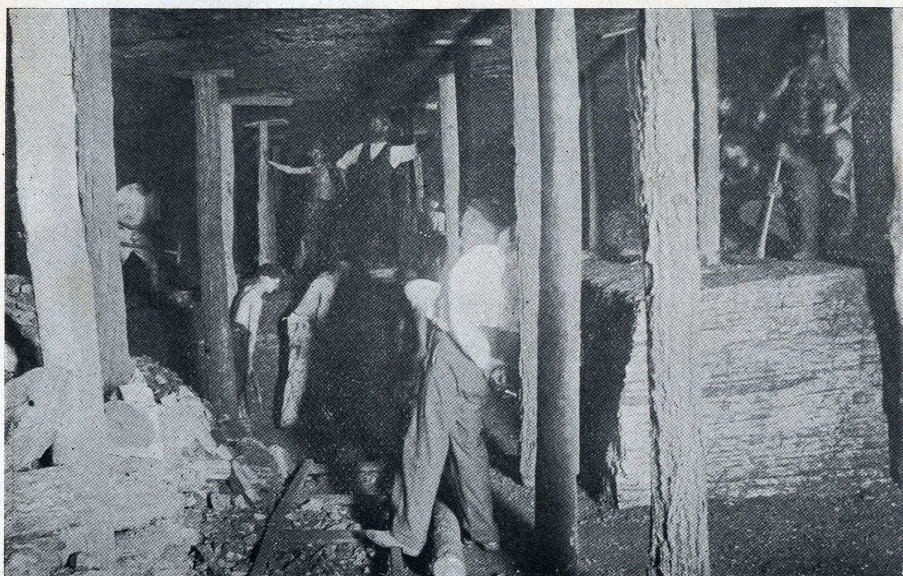
ELECTRIC COAL-CUTTING MACHINES.





180 men are employed in the mine, which is turning out between 500 and 600 tons of coal per day. In November, 1907, 13,000 tons were taken out. Large coal shoots are now being erected, and bins for storing coal, to ensure the prompt discharge of large orders. Of the other mines south of the river the principal are Rhondda, Bogside, Bonnie Dundee, Fernie Creek, all turning out good steam coal.

During the last two years, but more particularly in the last six months, there has been an increased demand for Bundanba coal by the big oversea steamships for bunker purposes. About 500,000 tons was the last year's output.



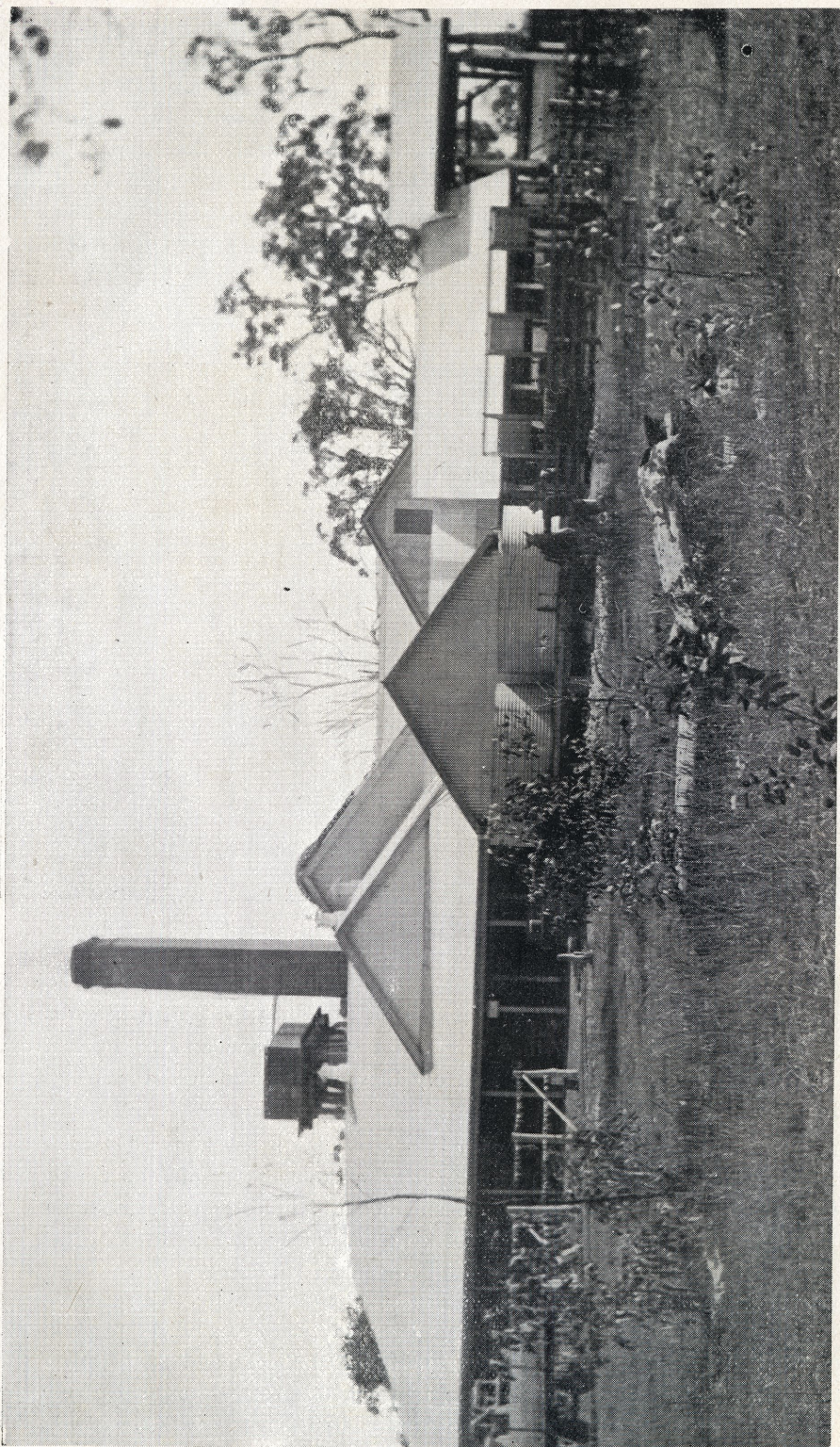
COALMINERS AT WORK.

Goodna is another small township, located near the eastern boundary of the Bundanba electorate. It is situated on the right bank of a bend of the Brisbane River, about 14 miles by rail from Brisbane and 10 miles from Ipswich. It is a busy timber centre. Close to it is located the Woogaroo Lunatic Asylum.

Near Redbank Railway Station—in fact, only a few hundred yards from it—is situated the Redbank Freezing Works, the property of John Cooke and Co. It is 17 miles from Brisbane and about 6 miles from Ipswich, on the main line to Sydney. It was first established in 1896 as a meat-canning works, but in 1901 was enlarged, and turned into a freezing works. Originally started by Mr. William Kellett, it was bought over by Mr. John Cooke. At first only 160 bullocks and 2,000 sheep per day were treated. The premises, however, are now being enlarged to treat 320 bullocks and 2,500 sheep per day. In 1905, 12,000 head of cattle and 260,000 sheep were put through the works; in 1906, 14,000 head of cattle and 96,000 sheep; in 1907, 19,000 head of cattle and 190,000 sheep. With the splendid rains that have fallen, the



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REDBANK MEATWORKS.

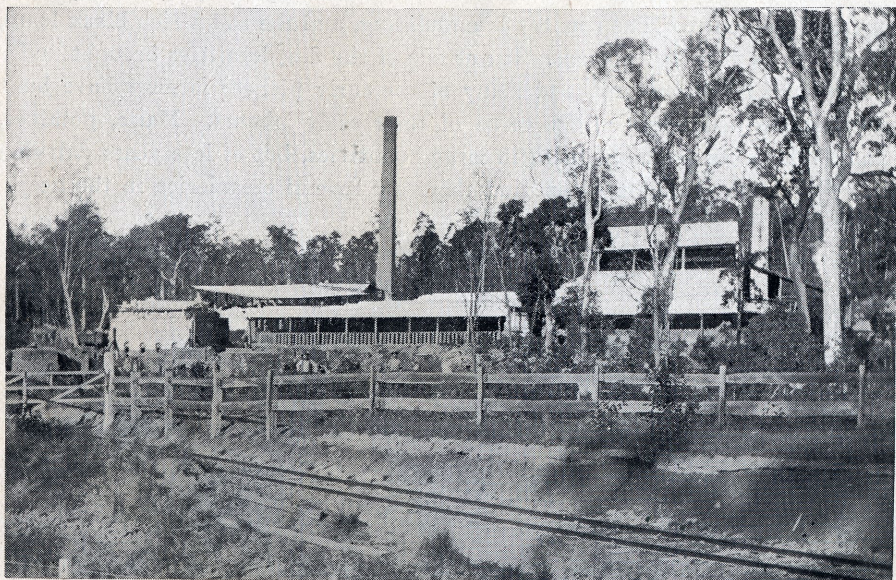




prospects for 1908 are very bright. The machinery consists of two 120-ton Hercules freezing machines, steam driven by two 100-h.p. Alis engines. The stock on arrival are put into a resting paddock for forty-eight hours, with plenty of grass and water, which allows them to get nicely cooled down. Nearly all the stock come in by truck from as far as Charleville, Longreach, and from 300 to 400 miles west of Charleville.

After slaughtering, the cattle are hung up to bleed. Six butchers are employed flaying, whilst boys do the cleaning. The split carcasses are then run into the chilling-room, which is large enough to hold the day's killing. They remain there twenty hours, and are then quartered and placed in the freezing-room, where they remain for five days. When properly frozen they are bagged, and go into the stores, which are capable of holding 40,000 quarters of beef, equal to 10,000 bullocks; or 130,000 to 140,000 carcasses of sheep. They are then despatched in refrigerating cars to the wharves, and lodged in the freezing-rooms of the steamer for England.

The freezing block of buildings is 280 feet by 136 feet, and contains two stories, 10 feet and 8 feet in height respectively. The slaughter-house is 60 feet by 100 feet. The mutton slaughter-house is 130 feet by 26 feet. There are also tallow-shed, preserving-rooms, and extract-rooms, but freezing is the chief method of treatment.



BRICKWORKS.

These fine works are another instance of what can be achieved by private enterprise in a young country.

The works are situated on the main line, and have a private siding. The Brisbane River runs close by, affording a plentiful supply of water. Water is laid on from the river, and also from Mount Crosby reservoir.



About 350 men are employed when operations are in full swing.

About Dinmore the clays are very suitable for pottery-making, and Messrs. Bognuda, Hudson, and Co., and Messrs. Gilson and Rumble, have well-established potteries there. Messrs. Bognuda and Hudson's Reliance Pottery is chiefly engaged in making drain pipes. At Messrs. Gilson and Rumble's Dinmore Pottery a large quantity of C. C., Majolica, Rockingham, cane and brown-stone earthenware is manufactured. There are brickfields at Dinmore, 5 miles from Ipswich.

Mr. W. Britain, who formerly conducted large brickworks at Dinmore, has now transferred his operations to Darra, between Oxley and Goodna. Both these establishments are fitted with improved brick-making machinery, capable of turning out thousands of bricks daily.

At Goodna one of the most up-to-date apiaries in Queensland—the "Mel Bonum"—has been conducted with great success by Mr. H. L. Jones. He has made a speciality of queen-raising, and his annual sale of queens (which he despatches to all parts of Australasia, America, the Straits Settlements, and other distant parts) runs into very big figures. His hives number several hundreds, and the output of honey brings in a large monetary return. He has also an extensive factory, replete with modern machinery, where he engages in the manufacture of apiarian requisites.

Redbank Plains, about 8 miles due east from Ipswich, is an important agricultural centre. The country is undulating, and the soil a rich black loam, which grows very heavy crops. It was one of the first localities brought under the plough in Queensland, and many of the early pioneer farmers have built comfortable residences on the scene of their early labours. Maize, potatoes, and fodder were produced there in large quantities, but of late years dairying is more extensively carried on, and there are several creameries in the neighbourhood.









— WEST MORETON, QUEENSLAND. —



Cattle on the Road.